

**County of Loudoun**  
**Department of Planning**  
**MEMORANDUM**

**DATE:** October 2, 2007

**TO:** Marchant Schneider, Project Manager  
Land Use Review

**FROM:** Joe Gorney, AICP, Senior Planner *JG*  
Community Planning



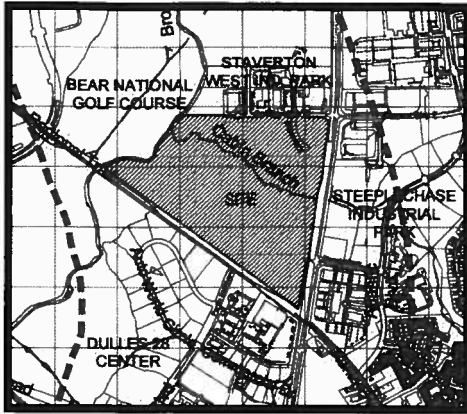
**SUBJECT: SPEX 2007-0025, Paragon Park - Office**  
**SPEX 2007-0034, Paragon Park - Hotel**

**BACKGROUND**

Eugenia Investments, Inc., requests a Special Exception to amend the development conditions of SPEX 1991-0033, Dulles Industrial Associates. The special exception was approved on July 2, 1991 and specified a Floor Area Ratio (FAR) of 0.40 and 49% office/51% warehouse. The special exception included 19 lots and a total of 1.85 million square feet of office/warehouse (flex) uses. Conditions of approval included the following:

- Buildings constructed in conjunction with this special exception shall conform to the following conditions:
  - No building shall exceed two stories in height.
  - All buildings shall have a minimum of two truck loading bays.
- Office uses, other than accessory to the primary use, shall be permitted in flex-industrial buildings subject to the following conditions:
  - The following types of office uses are not permitted:
    - Corporate headquarters (*which are not associated with permitted PD-IP uses*), law office [sic], architectural offices, insurance offices, medical offices, and health maintenance organizations.
  - Office uses recognized as appropriate shall be associated with permitted and permissible uses (and are subject to separate special exception action).
- No more than forty-nine percent (49%) of the gross floor space of each building on a single lot shall be used for non-accessory office uses.
- No retail uses shall be allowed.

(Conditions, SPEX 1991-0033, July 2, 1991)



**Vicinity Map**

The property is 150.63 acres and is located on the northwest quadrant of the intersection of the W&OD Trail and Route 28, south of Severn Way, and east of Broad Run (see Vicinity Map). It is zoned PD-IP (Planned Development – Industrial Park) under the 1972 Zoning Ordinance and lies within the Route 28 Tax District. The property is also within the LDN 60 1-Mile Buffer of the Airport Impact Overlay District (AI).

The applicant requests that the entirety of the site be reconfigured with a total of six (6) landbays. The applicant proposes a maximum FAR of 0.40 for five of the six landbays and approximately 1.85 million square feet total of non-residential uses. Landbay 1, a 5.06-acre landbay in the northeast corner of the site, would have a maximum FAR of 0.22 and a maximum of 48,750 square feet dedicated to hotel uses. No specific uses have been designated for the remaining landbays.

The applicant requests that the property be subject to the following land use ratios:

- Up to 100 percent of the gross land area of the Property may be used for office uses;
- No more than 20 percent of the gross land area of the Property may be used for industrial uses;
- At least 10 percent of the gross land area of the Property must remain open space. 50 percent of the area counted toward this open space requirement may come from preserved floodplain areas; and
- No more than 10 percent of the Property's gross land area may be predominantly used for retail and personal service establishments, which must be auxiliary to the office uses present (Proposed Development Conditions, May 16, 2007).

The applicant also requests the removal of the condition stating that corporate headquarters, law offices, architectural offices, insurance offices, medical offices, and health maintenance organizations are not permitted (Statement of Justification, May 16, 2007).

The property is surrounded on the north, east, and west sides by properties zoned PD-IP. The properties to the south are zoned PD-CH (Planned Development – Commercial Highway). Flex-industrial warehouses are located to the north and east of the site. Commercial automotive uses lie to the south.

A review of County GIS records indicates floodplain, wetlands, forest resources, steep slopes, and moderately steep slopes on site.

#### **COMPLIANCE WITH THE COMPREHENSIVE PLAN**

The site is governed under the policies of the Revised General Plan, the Bicycle and Pedestrian Mobility Master Plan (BPMMP), the Countywide Transportation Plan (CTP),

the Countywide Retail Policy Plan Amendment (Retail Plan), and the Eastern Loudoun Area Management Plan (ELAMP). Being newer than the ELAMP, the Revised General Plan supersedes the ELAMP when there is a policy conflict between the two (Revised General Plan, text, p. 1-3). The subject property is located in the Ashburn Community of the Suburban Policy Area and is designated as a Keynote Employment Area.

## ANALYSIS

Keynote Employment areas are intended as large-scale regional office developments with high visual quality to include office parks, research and development parks, corporate headquarters, and other large scale uses (typically 40,000 gross square feet or greater). Developments will be single-use and include the ancillary services necessary to support the predominant office use (Revised General Plan, Policy 1, p. 6-28). Keynote Employment centers typically feature a single user contained within a single larger building or complex of larger buildings.

The following table compares the recommended land use mix for Keynote Employment areas with the uses proposed by the applicant:

Land Use Category	Revised General Plan-Recommended Percentage	Applicant-Proposed Percentage
Regional Office	70-85%	Up to 100% of developable area
Commercial Retail & Services	0-10%	10% maximum
Public & Civic	5% - no maximum	0
Public Parks & Open Space	10% - no maximum	10% minimum
Industrial	Not recommended	20% maximum

Sources: Applicant-Proposed Development Conditions, May 16, 2007, (Revised General Plan, Policy 4, p. 6-28)

The applicant has proposed up to 100 percent of the developable area as office uses. If the area were to develop with 100 percent of the developable uses as office space, the applicant would not meet the land use mix policies for commercial retail and services or public and civic uses. Additionally, the applicant has proposed up to 20 percent industrial uses, which are not envisioned in Keynote Employment areas.

***Staff recommends the applicant provide a land use chart on the CDP specifying the percentage of each type of land use and designate from 70 to 85 percent of the developable land use area as Regional Office.***

## Commercial Retail & Services

Within Keynote Employment areas, County policies anticipate ancillary services to support the predominant office use (Revised General Plan, Policy 1, p. 6-28). Overall, commercial retail and services will comprise a maximum of 10 percent of a parcel or area dedicated to Keynote Employment uses (Revised General Plan, Policy 4, p. 6-28).

As part of the evaluation of the proposal, the market area and population threshold will be considered. These should be large enough for the proposed business use to financially support itself and not depend upon that portion of the population that is already served by existing and proposed competing projects (Revised General Plan, Policy 3, p. 6-20). A market study for the proposed uses would help evaluate the need

for the development.

Policies guiding retail development for Keynote Employment land uses are found in the Retail Plan, where employment supportive retail is limited to 5 percent of the gross floor area of office uses (Retail Plan, Policy D2, p. 18). Employment supportive retail uses are generally intended to provide convenient retail and personal support services, such as office supply stores, copying/mailing facilities, restaurants, daycare centers, drycleaners, banks, and similar uses, to employees and businesses of the adjacent office parks. Destination retail and freestanding retail uses are not permitted in Keynote Employment centers (Retail Plan, Policy D1, p. 18).

Additionally, "[t]he retail component of a Regional Office or Business Employment Community will be developed on a pro-rata basis in proportion to the non-residential development as construction occurs." As office space is constructed, 5 percent of retail space should also be constructed (Retail Plan, Policy D3, p. 18).

The proposed hotel is considered a service use. Hotels might be appropriate in a Keynote Employment area if the applicant demonstrates how that use supports the predominant office use. Office uses could be supported through the provision of a complement of support services, such as conference centers, restaurants, and other uses provided by full-service hotels.

***Staff is supportive of the incorporation of retail into the development provided that these retail uses are employment supportive. Staff recommends that retail uses be limited to 5 percent, incorporated into the office buildings, and developed on a pro-rata basis in proportion to the non-residential development as construction occurs. Staff also recommends the proposed hotel be a full-service hotel. Staff recommends the applicant specify the types of commercial retail and services proposed and their phasing and describe how these will be supportive of the primary office uses. Staff also recommends that the applicant complete a retail study for the proposed uses to demonstrate the need and viability of those uses.***

### **Public & Civic Uses**

A minimum of 5 percent of the land in Keynote Employment areas shall be dedicated to public and civic uses (Revised General Plan, Policy 4, p. 6-28). Civic uses are public or quasi-public institutional uses that primarily serve the immediate community and are compatible with the surrounding uses (Revised General Plan, Glossary, p. G-2). Civic buildings, such as fire and rescue facilities, and public spaces, such as an expanded single-level or multi-level plaza, additional paved and landscaped plazas, forecourts, courtyards featuring water fountains, gardens, public art, and enhanced entry ways, are the kinds of public and civic land uses that can be considered when evaluating the proposal (Revised General Plan, Policy 2, p. 6-10).

The applicant has not committed to any public or civic uses.

***Staff recommends the applicant provide at least 5 percent of the total land area, or 7.53 acres, as public and civic uses. The size, location and phasing of all public and civic uses should be clearly identified on the CDP and quantified in a land use mix chart.***

### **Open Space**

Parks and open space include active recreation, passive recreation and natural open spaces (Revised General Plan, Glossary, p. G-7). Open space areas may be in the form of woods, wet ponds, parks, gardens, trails, streetscape areas, and other natural or constructed features that function as amenities for a planned development's employees. Open space areas also include trails and space for recreational sports and games. Areas such as perimeter buffers, stormwater management facilities, and leftover edges and corners of properties do not meet the County's objective of providing usable open space (Revised General Plan, text, p. 6-10).

At least 10 percent of the total land area should be planned for a mix of parks and open space. The applicant has designated only floodplains as open space. However, the open space areas protected and preserved by the County's stream corridor policies (see discussion below) can account for no more than 50 percent of the open space requirement. Therefore, an additional 7.53 acres of parks and open space is needed outside of floodplains. While the applicant has annotated the floodplain limits of Broad Run and Cabin Branch, the applicant has not provided any information regarding usable interior open spaces.

***Staff recommends that an additional 7.53 acres of usable interior parks and open space be identified on the CDP and quantified in the conditions of approval to meet the recommended amount envisioned by the Revised General Plan for Keynote Employment Centers. Staff recommends open spaces that can be utilized by the expected employees of the site. The placement of the open spaces should consider the issues listed below, including water quality and water quantity control measures.***

### **EXISTING CONDITIONS**

Several components of the County's Green Infrastructure are present on the subject site. The western boundary of the subject site is defined by the Broad Run - a tributary of the Potomac River and part of the Broad Run watershed encompassing Loudoun and Fairfax Counties and the larger Chesapeake Bay Watershed. Portions of the site include major floodplain associated with the Broad Run and Cabin Branch, forest cover, steep slopes, moderately steep slopes, riparian buffers, emergent and forested wetlands, and intermittent streams. County policies call for integrated management strategies that respect and preserve the holistic nature of these and other elements of the Green Infrastructure (Revised General Plan, Policy 2, p. 5-2).

**Stream Corridors**

The Suburban Policy Area calls for the preservation of the floodplain associated along the Broad Run and the network of smaller tributaries (Revised General Plan, text, p. 6-9), the protection of steep slopes, wetlands, forests, and historic, cultural, and archeological resources within the floodplain, and the establishment of a 100-foot stream/scar-line buffer and a 50-foot floodplain management buffer adjacent to the floodplain and steep slopes (Revised General Plan, Policy 2, p. 5-6). Taken together, these elements comprise the stream corridor. Within the stream corridor, uses are limited to activities that will support and enhance the biological integrity and health of the corridor. The Revised General Plan permits a limited number of uses in the stream corridor, including passive and active recreation, road crossings, pervious paths and trails, and agricultural activities (Revised General Plan, Policy 18, p. 5-10). The 50-foot management buffer may be reduced if it can be shown that a reduction does not adversely impact the other stream corridor resources, and that performance standards and criteria, developed as part of the implementation of the stream corridor policies, are met and maintained (Revised General Plan, Policy 5, p. 5-6).

The project would cross various surface waters, including an unnamed tributary of Broad Run, and unnamed tributary of Cabin Branch, Cabin Branch, and a small surface stream that flows parallel to the W&OD Trail. Associated on-site water resources include floodplains, drainageways, wetlands, and hydric soils. These resources have many functions: they "filter runoff and land-based pollution, filter airborne pollutants and produce oxygen (where riparian forests are encouraged), keep water temperatures cool, store flood waters and reduce floodway velocities, serve as groundwater recharge areas, provide food and habitat for fish and wildlife, and improve overall water quality. [They also] provide many scenic, passive recreation, and educational opportunities" (Revised General Plan, text, p. 5-5).

The applicant's CDP does not delineate 100-foot stream/scar-line buffers or 50-foot floodplain management buffers. Should the management buffers not be provided consistently throughout the site, the floodplains may not allow adequate filtration and stormwater control to occur before stormwater runoff reaches stream channels. The potential also exists for the degradation of the floodplains as well. As proposed, parking lots, roads, and buildings could be placed adjacent to floodplains with no buffers. Additionally, the applicant has provided no information regarding stream crossings.

***Staff recommends the application be revised so that 50-foot buffers from floodplains, intermittent streams, and steep slopes, or 100 feet from scar lines, whichever is greater, are depicted on the CDP. The applicant should ensure that no development activities take place in the buffers and that there are no losses to wetlands or intermittent streams. The conditions of approval should list allowable uses within the stream corridors, to include management buffers. These uses should be limited to activities that will support and enhance the biological integrity and health of the corridors.***

***Staff also recommends that surface water features, including an unnamed***

***tributary of Broad Run, an unnamed tributary of Cabin Branch, Cabin Branch, and the small surface stream that flows parallel to the W&OD Trail, be spanned rather than placed in underground pipes. Special attention should be given to the integrity of stream bottoms.***

### **Wetlands**

The County supports the federal goal of no net loss to wetlands (Revised General Plan, Policy 23, p. 5-11). Wetlands perform several functions: they trap sediment, reduce nutrient loads, provide wildlife habitat, receive groundwater discharges, and attenuate flood waters. The overall health and quality of the Broad Run is dependent upon the protection and buffering of the wetlands and intermittent streams, along with the forested and vegetated riparian buffers that accompany them (Revised General Plan, text, p. 5-12).

County records indicate wetland resources on site and likely impacts to these resources. The Applicant has not submitted a wetland and stream evaluation of the site and no alternatives have been established by the applicant to avoid or minimize impacts to the wetlands and their associated streams. If there is an impact, compensatory mitigation (restoration, creation, enhancement, and preservation) could replace the loss of wetland functions in the watershed to meet the County's policy of no net loss to the existing acreage and functions of wetlands. Greater detail is needed to assess the level of avoidance and minimization of adverse impacts to wetlands, or, if not practicable, the applicant's proposal for compensatory mitigation, including the use of mitigation bank credits.

***Staff recommends the applicant submit a wetlands inventory and that wetlands be incorporated into the design of the project so that wetland areas are enhanced, preserved, and integrated into the development as open space amenities. For any impacts, compensatory mitigation (restoration, creation, enhancement, and preservation) could replace the loss of wetland functions in the watershed to meet the County's policy of no net loss to the existing acreage and functions of wetlands. Greater detail is needed to assess the level of avoidance and minimization of adverse impacts to wetlands, or, if not practicable, the applicant's proposal for compensatory mitigation, including the use of mitigation bank credits.***

### **Steep & Moderately Steep Slopes**

The project area features several steep and moderately steep slope areas, most notably along Cabin Branch. The applicant has annotated an area of steep slopes, which appears to be based on a soil mapping unit. Moderately steep slopes were not depicted on the CDP.

County policies call for a prohibition of land disturbance on slopes with a grade of more than 25 percent and special performance standards to protect slopes with grades from 15 to 25 percent. Performance standards can include best management practices, locational clearances for clearing and grading, and avoidance of natural drainageways





**Steep & Moderately Steep Slopes**

(Red - Steep Slopes, Yellow – Moderately Steep Slopes)

(*Revised General Plan*, Policies 1 & 3, p. 5-26). Such consideration gives the County some assurance that steep and moderately steep slopes and their associated resources, such as surface waters, forests, and wetlands, will be protected.

The hazards associated with the disturbance of steep and moderately steep slopes include erosion, building and/or road failure, and downstream flooding. For these reasons, the Plan calls for the prohibition of land disturbance on steep slopes and special performance standards when developing on

moderately steep slopes (*Revised General Plan*, Policies 1 & 3, p. 5-26).

***Staff recommends the applicant recalculate steep slopes based on contour lines, rather than soil mapping units, revise the application to include these areas of steep and moderately steep slopes on the CDP, and submit a design that respects the integrity of these areas. If the applicant intends to intrude into any moderately steep areas, the applicant should explain what special performance standards or treatments are proposed for that area.***

### **Forest Resources**

County policies require tree conservation plans for developing parcels at the time of the initial land development application (*Revised General Plan*, text, p. 5-32). Overall, County policies encourage the preservation of existing vegetation and wildlife habitat on developing properties (*Revised General Plan*, Policy 10, p. 5-33).

The site contains several forested and habitat areas. The application does not mention any effort to preserve areas of tree stands and forested cover adjacent to the wetlands and streams. Tree conservation areas and specimen trees are not delineated on the CDP.

***Staff recommends the applicant submit an inventory of forest resources and wildlife habitats and a conservation plan for these resources. The applicant***



***should consult with the County Forester regarding the conservation plan and provide details regarding species types, stocking densities, and tree conditions. Depending on their condition, the applicant should consider integrating these trees into the development as part of Tree Conservation Areas.***

***Staff also recommends replacement of impacted tree resources on-site. The applicant should confer with the County Forester regarding the details of such mitigation, to include location, site preparation, species type, stocking density, and removal of invasives.***

### **Historic Resources**

The Revised General Plan states the County will require an archeological and historic resources survey as part of all development applications and include a plan for recordation and preservation of any identified resources, along with measures for mitigation and adaptive reuse (Revised General Plan, Policy 11, p. 5-36).

The protection of structures and other features of historic or archeological significance should be in the context of their natural settings. Additionally, the County is to work with landowners to convey the historic value of the resource to the community at large (Revised General Plan, Policies 8 & 9, p. 5-35).

The Applicant has not submitted any archeological investigations of the site.

***As a condition of approval, staff recommends the applicant submit an archeological investigation of the site and incorporate archeological and historic resources into the design of the project so these areas and their historic context are enhanced and preserved.***

### **Plant and Wildlife Habitats**

Green Infrastructure elements such as greenways and riparian buffers help to prevent habitat fragmentation while providing interconnection with larger contiguous natural open space. Revised General Plan policies state that the County seeks to protect areas of natural biodiversity and rare, threatened, and endangered plant and animal species through habitat preservation in open space, passive recreation, and nature preserves. Development applications with the likelihood of impacting one or more natural heritage resources will conduct a species assessment and develop a plan for impact avoidance if the presence of a natural heritage resource is identified. The Virginia Department of Conservation and Recreation (DCR), Division of Natural Heritage (DNH) defines natural heritage resources to include rare, threatened, and endangered plant and animal species; exemplary natural communities, habitats, and ecosystems; and significant geologic formations (Revised General Plan, Policy 8, p. 5-33 & 5-34).

The Applicant has not submitted a species assessment of the site.

***As a condition of approval, staff recommends the applicant submit a species assessment of the site and incorporate natural heritage resources into the design***

***of the project so these areas and their context are enhanced and preserved.***

## **SITE DESIGN**

The proposed landbay boundaries are generally coincident with floodplain boundaries and the right-of-way for Pacific Boulevard. The applicant has submitted no other information regarding site design.

### **Streets, Building Placement, Building Form, and Parking**

Keynote Employment areas are to exhibit the highest quality in site and building design consistent with the existing conditions and the land use policies of the Revised General Plan. Keynote Employment developments normally will maintain larger front and side yards to permit extensive landscaping and design features that accentuate the larger-scale structures (Revised General Plan, Guidelines 7a & 7b, pp. 11-13 to 11-15). Parking is to be placed behind buildings, moved to the center of the block, and shared. Given their intensity, the County encourages structured parking for Keynote areas. Parking structures should also be placed in the middle of the block and screened from the street (Revised General Plan, Guideline 7b, p. 11-15 & Policy 5, p. 6-28). Parking requirements should not be exceeded (Revised General Plan, Policy 1, p. 6-30).

Additional characteristics of Keynote Employment Centers include:

- Rights-of-way designed in a hierarchical, rectilinear pattern of collector roads and local access streets and alleys;
- Streets that terminate at other roads and streets;
- Collector and local access streets that provide for pedestrian and vehicular movement, foreground and entryway into buildings, and interactive social space;
- The regular spacing and planting of trees with an overhead leaf canopy to reinforce spatial definition of the street space; and
- Vistas at the end of streets terminating with centrally-placed building facades (Revised General Plan, text, pp. 11-14 to 11-15).

Condition 15 of the 1991 Conditions of Approval contains some general information regarding maximum building heights and loading bays. The Applicant has not submitted any specific design information regarding building placement, building form, parking, or compatibility with the surrounding uses. Building placement is particularly important in Keynote Employment areas.

***Staff recommends the application be revised to include the location of buildings, including hotels, parking, sidewalks, crosswalks, parking, and landscape treatments so that the application can be evaluated against County policies. The applicant should also provide illustratives of the intended high-quality architectural features, describe the materials to be used, and describe how enhanced landscape features and materials will be integrated into the design.***

***Staff recommends that parking be placed behind buildings in conformance with Plan policies. If parking structures are used, they should exhibit a high architectural quality and be placed behind the buildings. The applicant should***

***also consider gateways, walls, or other design elements along street frontages, along with enhanced landscape plantings. Staff also recommends that buildings be positioned to create courtyards or open space features for employees. The applicant should consider incorporating wetlands as year-round amenities as part of the open space.***

### **Stormwater Management**

The Revised General Plan calls for low impact development (LID) techniques, which integrate hydrologically functional designs with methods for preventing pollution (Revised General Plan, Policy 2, p. 5-17). Protection and buffering through best management practices and innovative site design like LID techniques can help reduce sedimentation and erosion, trap and remove pollutants such as nitrogen, phosphorus, metals, and organic compounds, protect wildlife habitat, store flood waters, and maintain the overall water quality of the Broad Run. These facilities should be located as close as possible to impervious areas and utilize the landscape and soils to naturally move, store, and filter run-off. The associated flow reductions and water quality improvements can then benefit the receiving tributary streams of the Broad Run and of the Broad Run itself. LID techniques include:

- Permeable paving;
- Natural landscaping enhanced through the routing of run-off through these areas;
- Native-vegetated drainage swales for the movement and temporary storage of run-off;
- Vegetated filter strips that can slow run-off speed, trap sediment and pollutants, and provide additional water absorption;
- Naturalized detention basins that store and gradually release run-off;
- The collection and use of rooftop run-off for irrigation; and
- Green roofs.

No BMPs or LID facilities are depicted or described on the CDP.

***Staff recommends that the applicant identify and describe the BMPs and LID facilities to be employed on-site. Staff recommends water treatment measures that mimic the pre-development conditions of the site, mitigate impacts to the watershed, and treat the stormwater runoff as a viable part of the open space system and an amenity for the development. As part of these measures the applicant should consider various site measures, such as green roofs, rain gardens, cisterns, and planted swales, to promote infiltration on-site, minimize peak storm flows, and help filter non-point source pollutants.***

### **Bicycle & Pedestrian Facilities**

Overall, all land development applications are to provide bicycle, pedestrian, and transit access linkages to the Bicycle and Pedestrian Network (BPMMP, Policy 5, p. 33). Additionally, applications are to feature bicycle and pedestrian access through the development in various directions to prevent it from becoming a barrier between other trip origins and destinations in the community (BPMMP, Policy 6, p. 33). All bicycle facilities will be designed in accordance with nationally accepted design guidelines

established by organizations such as American Association of State Highway and Transportation Officials (AASHTO) and the Americans with Disabilities Act (ADA). Bicycle accommodations can take many forms, such as separated multi-use trails along the roadway, bike lanes, wide curb lanes, and paved shoulders (CTP, Policy 11, p. 2-10). Collector and arterial roadways should have sidewalks on both sides, with a minimum width of 6 feet, unless right-of-way (ROW) is limited due to the close proximity of buildings, environmental resources, or cultural resources. Vegetated buffers of 6 feet are recommended for small collector roads (minimum 4 feet). Buffers of 8 feet are recommended for avenues, boulevards, parkways, and other large collector and arterial roads (minimum 6 feet) (BPMMP, Policy 2b, p. 31).

Pacific Boulevard is a Baseline Connecting Roadway for the County Bicycle and Pedestrian Network (BPMMP, East Loudoun County Network Map). Baseline Connecting Roadways are to integrate bicycle and pedestrian accommodations as part of the land development process and are to include shared-use paths. County policies also state that shared-use paths are to be 10 feet wide and paved (BPMMP, text, p. 42, & Policy 1, p. 46). Pacific Boulevard is to have pathways on both sides, with a minimum width of 6 feet for sidewalks (BPMMP, Policy 2, p. 31).

***Staff recommends the applicant depict internal pedestrian and bicycle routes on the CDP and demonstrate safe and adequate pedestrian and bicycle connectivity with the W&OD Trail. Staff recommends that the applicant coordinate with VDOT and ensure that pedestrian and bicycle facilities are provided on both sides of Pacific Boulevard, to include a 10-foot wide shared-use trail on the west side and a 6-foot wide sidewalk on the east side along with vegetated buffers of at least 8 feet between the roadway and these pathways. All bicycle and pedestrian facilities should be in accordance with AASHTO and ADA.***

### **Noise**

The Revised General Plan and the Countywide Transportation Plan contain roadway noise policies. The intent is to protect noise-sensitive uses from roadway noise. The primary means to protect these uses is through proper design. Mitigation measures considered as part of the policies include adequate setbacks (Revised General Plan, Policies 1 & 2, pp. 5-46 to 5-47, and CTP, Policies 3 & 4, pp 4-7 to 4-8). Table 4-1 lists hotels as an Activity Category B for exterior spaces, with a Noise Abatement Criteria (NAC) of 67 decibels, and an Activity Category E for interior spaces, with an NAC of 52 decibels (CTP, Table 4-1, p. 4-8).

The proposed development is impacted by Route 28 and Pacific Boulevard.

***Using guidance in the both the Revised General Plan and the Countywide Transportation Plan, the applicant should investigate the future noise levels associated with Pacific Boulevard and Route 28 and their impact on the property. If noise levels are forecasted to approach or exceed acceptable levels, mitigation strategies should be explored. Staff recommends the applicant pay particular attention to the proposed hotel.***

**Security & Lighting**

Loudoun County policies stress a strategic approach to landscaping, lighting, berming, and other related design issues that can enhance a sense of security (BPMMP, Policy 1, p. 71). In regards to lighting, the County approach is to improve visibility and enhance public safety while precluding unnecessary and intrusive light trespass (Revised General Plan, Policy 1, p. 5-42).

In regards to light trespass, if any lighting is to be installed on-site, staff recommends that it be downward directed, fully shielded, provide a glare free environment, be confined to each building site, and have illumination levels that are no greater than necessary for a light's intended purpose. All lighting should be mounted as low as practicable and designed to preclude light trespass onto adjoining properties, glare to passersby, skyglow, and deterioration of the nighttime environment.

In their Statement of Justification the applicant writes that lighting will comply with the Facilities Standards Manual and the 1972 Zoning Ordinance.

***Staff recommends that the applicant utilize lighting that is downward directed, is fully shielded, provides a glare free environment, is confined to the site, and has illumination levels that are no greater than necessary for a light's intended purpose. All lighting should be designed to preclude light trespass onto adjoining properties, glare to passersby, skyglow, and deterioration of the nighttime environment. Like other architectural features, the applicant should provide illustratives of the lighting elements and commit to their installation.***

**CONCLUSION**

Staff recommends the application be revised to address the issues raised above.

Staff is available to meet with the applicant to discuss these issues.

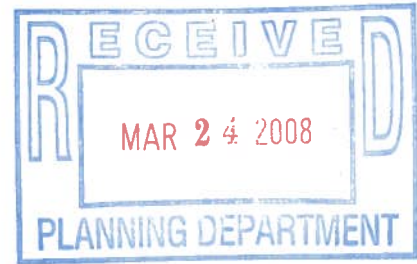
Cc: Julie Pastor, AICP, Director, Department of Planning  
Cindy Keegan, AICP, Program Manager, Community Planning

**County of Loudoun**  
**Department of Planning**  
**MEMORANDUM**

**DATE:** March 24, 2008

**TO:** Marchant Schneider, Project Manager  
Land Use Review

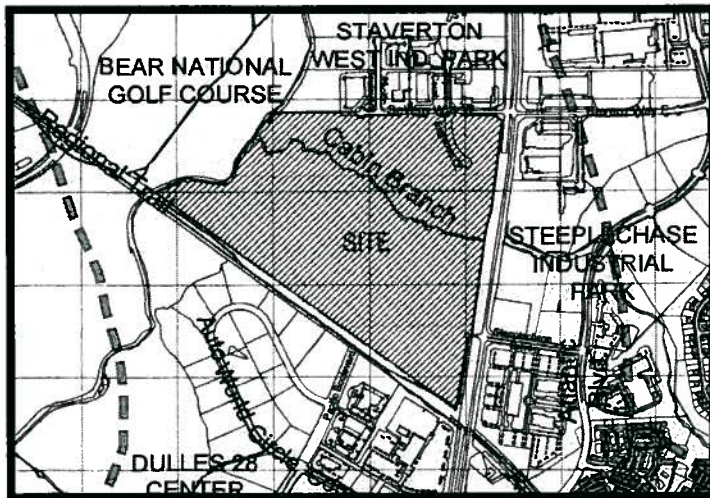
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**SUBJECT:** SPEX 2007-0025, Paragon Park – Office, 2<sup>nd</sup> Referral  
SPEX 2007-0034, Paragon Park – Hotel, 2<sup>nd</sup> Referral  
SPEX 2008-0008, Paragon Park – Bank  
SPEX 2008-0009, Paragon Park – Service Station

**BACKGROUND**

Eugenia Investments, Inc., requests four Special Exceptions to amend the development conditions and Special Exception plat associated with SPEX 1991-0033, Dulles Industrial Associates. The original Special Exception was approved on July 2, 1991 and specified a Floor Area Ratio (FAR) of 0.40 and a land use mix of 49% office/51% warehouse. The 1991 Special Exception included a total of 1.85 million square feet of office/warehouse (flex) uses on 19 lots (Conditions, SPEX 1991-0033, July 2, 1991). The most recent submittal requests approval of 100% office use with the option to develop a hotel, a bank, and a gas station, and includes a reconfiguration of the landbays on the Special Exception plat.



**Vicinity Map**

The property is 150.63 acres and is located on the northwest quadrant of the intersection of the W&OD Trail and Route 28, south of Severn Way, and east of Broad Run (see Vicinity Map). It is zoned PD-IP (Planned Development – Industrial Park) under the 1972 Zoning Ordinance and lies within the Route 28 Tax District. The property is also within the LDN 60 1-Mile Buffer of the Airport Impact Overlay District (AI).

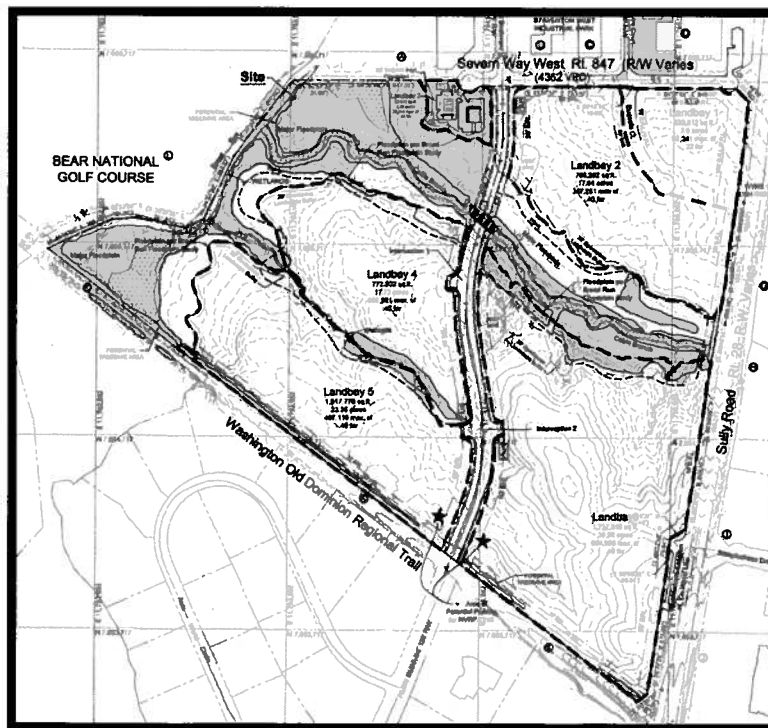


The original application requested Special Exception approval for up to 100% office uses and a hotel use. The most recent application has added two Special Exception requests, one for a service station and one for a bank with drive-through, for a total of four Special Exceptions. Other newly submitted information includes the following:

- Endangered and Threatened Species Habitat Evaluation and Rare Species/Community Assessment, dated January 14, 2008;
- Cultural Resources Survey, dated March 2007;
- Tree Stand Evaluation, dated January 14, 2008;
- Design Guidelines and Standards, dated November 25, 2007;
- Special Exception Plat, revised January, 2008;
- Statement of Justification, revised January 2, 2008; and,
- Applicant-Proposed Development Conditions, revised January 2, 2008.

Overall, the applicant requests a reconfiguration of the site with a total of six (6) landbays and approximately 1.85 million square feet of non-residential uses as follows:

<b>Landbay</b>	<b>Size (buildable acres)</b>	<b>Maximum Square Footage</b>
<b>Landbay 1</b>	7.60	92,341
<b>Landbay 2</b>	17.64	307,281
<b>Landbay 3</b>	2.08	36,248
<b>Landbay 4</b>	17.73	308,921
<b>Landbay 5</b>	23.36	407,110
<b>Landbay 6</b>	39.88	694,926
<b>Total</b>	<b>108.29</b>	<b>1,846,827</b>



**Special Exception Plat**



A review of County GIS records indicates streams, floodplains, wetlands, forest resources, steep slopes, and moderately steep slopes on-site.

### COMPLIANCE WITH THE COMPREHENSIVE PLAN

The subject property is located in the Sterling Community of the Suburban Policy Area and is designated as a Keynote Employment Area (Revised General Plan, Planned Land Use Map, p. 7-23). The site is governed under the policies of the Revised General Plan, the Bicycle and Pedestrian Mobility Master Plan (BPMMP), the Countywide Transportation Plan (CTP), the Countywide Retail Policy Plan Amendment (Retail Plan), and the Dulles North Area Management Plan (DNAMP). Being newer than the DNAMP, the Revised General Plan supersedes the DNAMP when there is a policy conflict between the two (Revised General Plan, text, p. 1-3).

### OUTSTANDING ISSUES

The applicant has responded to the Community Planning Referral dated October 2, 2007. Most of the issues raised in the first referral have not been adequately addressed and remain outstanding. Details regarding these issues can be found in the first referral. This referral supplements the first referral and provides additional comments on the most recent proposal. The following table features a summary of outstanding issues.

Topic	Issues Examined and Status
Land Use	<ul style="list-style-type: none"> <li>Keynote Employment policies provide recommended percentages for Regional Office, Commercial Retail &amp; Services, Public &amp; Civic, and Public Parks &amp; Open Space.</li> <li>The applicant proposes land use mix ratios inconsistent with County policies.</li> </ul>
Commercial Retail & Services	<ul style="list-style-type: none"> <li>Hotel proposed but with insufficient commitments to ensure that it will function as a full-service hotel, supportive of the Keynote Employment uses.</li> <li>Sit-down restaurant and conference center recommended.</li> </ul>
Public & Civic Uses	<ul style="list-style-type: none"> <li>Commitments to on-site public &amp; civic uses recommended.</li> </ul>
Open Space	<ul style="list-style-type: none"> <li>County policies anticipate 10% public parks and open space.</li> <li>Internal open space not provided as anticipated by County policies.</li> </ul>
Water Resources	<ul style="list-style-type: none"> <li>50-foot stream buffer anticipated, but only 25-foot buffer provided.</li> <li>Site layout does not sufficiently protect wetland resources.</li> <li>Water quality, spill containment, and stormwater management measures recommended for proposed service station.</li> </ul>
Steep & Moderately Steep Slopes	<ul style="list-style-type: none"> <li>Steep and moderately steep slopes are not depicted on the plat.</li> </ul>
Forest Resources	<ul style="list-style-type: none"> <li>Inadequate commitments to tree conservation areas.</li> <li>Revegetation and enhancement recommended for various areas.</li> </ul>
Historic Resources	<ul style="list-style-type: none"> <li>Submitted archaeological investigations limited in scope to the anticipated corridor of Pacific Boulevard.</li> <li>Systematic investigations recommended for the entirety of the site.</li> </ul>
Plant & Wildlife Habitats	<ul style="list-style-type: none"> <li>Habitat investigations completed during the winter.</li> <li>Applicant's consultants recommended resource surveys during the appropriate seasons, which have not been completed.</li> </ul>
Streets, Building Placement, Building Form, & Parking	<ul style="list-style-type: none"> <li>Commercial uses placed on outer edges of site; recommend that they be moved to the interior of the site.</li> <li>Buildings placed in center of landbays with surrounding parking lots. Placement of buildings and parking lots not consistent with County policies.</li> </ul>

Service Station & Bank Design	<ul style="list-style-type: none"> <li>Bank and service station proposed on edge of development.</li> <li>Commitments recommended for motor vehicle circulation, bicycle and pedestrian pathways, signs, lighting, landscaping, service station canopy, and the convenience mart.</li> </ul>
W&OD Trail	<ul style="list-style-type: none"> <li>Access ramps needed from both sides of Pacific Boulevard to trail.</li> <li>Commitments recommended for shared-use trail and sidewalks.</li> </ul>
Noise	<ul style="list-style-type: none"> <li>Investigation of future noise levels associated with Route 28 and Pacific Boulevard recommended.</li> </ul>
Security, Lighting, & Signage	<ul style="list-style-type: none"> <li>Inadequate commitments to lighting and signage. No details regarding lighting types, intensity, hours of operation, sign lighting, or gas station canopy lighting.</li> </ul>
Efficiency	<ul style="list-style-type: none"> <li>LEED cited in the applicant's design guidelines but no commitment to LEED certification.</li> <li>Commitments to LEED prerequisites and certification recommended.</li> </ul>

## LAND USE

The following table compares the recommended land use mix for Keynote Employment areas with the uses proposed by the applicant:

Land Use Category	<u>Revised General Plan-</u> Recommended Percentage	Applicant-Proposed Percentage
Regional Office	70-85%	Up to 100% of developable area
Commercial Retail & Services	0-10%	10% maximum
Public & Civic	5% - no maximum	0
Public Parks & Open Space	10% - no maximum	20% minimum
Industrial	Not recommended	20% maximum

Sources: Revised General Plan, Policy 4, p. 6-28; Applicant-Proposed Development Conditions, January 2, 2008.

In the first referral, staff requested a land use chart on the Special Exception plat specifying the percentage of each type of land use. In response, the applicant provided a memorandum, dated January 17, 2008, with a land use mix table. These values, however, do not match the values requested as part of the Special Exception plat.

***Staff finds that the proposed mix of uses does not conform to the Keynote Employment land use policies of the Revised General Plan. Staff recommends that the applicant commit to the recommended land use mix for Keynote Employment areas. Land uses categories should be measured as percentages of the gross land area. The resulting information should be placed in a table and included on the plat.***

## Commercial Retail & Services

Staff finds that the application does not contain adequate commitments to ensure that the site will be developed with a full-service hotel integrated within the proposed development. The County would expect a hotel to incorporate a conference center and sit-down restaurant, with service for breakfast, lunch, and dinner. Full-service hotels in the area typically provide 2,000 to 3,000 square feet of meeting space.

***As stated in the first referral, staff is supportive of the incorporation of***

***Commercial Retail and Services into the development, provided that these uses are employment-supportive. Staff recommends that the proposed hotel be a full-service hotel and include a conference center and sit-down restaurant, with service for breakfast, lunch, and dinner. The conference center should provide from 2,000 to 3,000 square feet of meeting space.***

#### **Public & Civic Uses**

In the first referral, staff recommended that the applicant provide at least 5% of the gross land area, or 7.53 acres, as public and civic uses, and that the size, location, and phasing of all public and civic uses be clearly identified on the plat and quantified in a land use mix chart. The applicant submitted a land use chart, dated January 17, 2008, which listed a proposed percentage of 5% for public and civic uses. It is not clear how the applicant derived this figure or where these uses would be developed. Public and civic uses typically include such facilities as fire and rescue facilities, group homes, schools, or libraries (Revised General Plan, text, pp. G-2 & G-8). The applicant has not proposed any of these uses.

In their response to first referral comments, the applicant emphasized the adjacency of the W&OD Trail as a public and civic use and highlighted the public and civic amenities depicted on a proposed illustrative. Staff notes that W&OD Trail is a regional park and should not be considered as helping to fulfill the public and civic needs of the proposed development. Additionally, while the illustrative depicts a civic plaza, it is surrounded by roadways and parking lots. It is unclear how the space would encourage the use of employees as a public and civic use if surrounded by roadways and parking lots. Additionally, the applicant has not committed to specific public amenities within the space. Such amenities could include benches, tables, chairs, fountains, and public art. Staff also notes that the proposed space is not reflected on the plat.

***As stated in the first referral, staff recommends that the applicant commit to at least 7.53 acres of on-site public and civic uses. The size, location, and phasing of all public and civic uses should be clearly identified on the plat and quantified on a plat Tabulation Sheet. All facilities should be made available in a reasonable time frame.***

***Staff recommends that a sufficiently-sized public site be included on the Special Exception plat, to help meet the public and civic needs of the development.***

***While staff supports the inclusion of a plaza in the development, the current plaza's location, orientation, and lack of identified amenities may preclude its use as a public space. Staff recommends that the applicant reconfigure buildings, roadways, pedestrian walkways, and parking to create functional public and civic spaces for employees. The applicant should depict these areas on the Special Exception plat and commit to the amenities to be provided within each, such as benches, tables, chairs, fountains, and public art. These public and civic uses should be in addition to open spaces.***

**Open Space**

As noted in the first referral, an additional 7.53 acres of parks and open space is needed outside of stream corridors to fulfill the interior open space needs of the development (50% of 15.06 acres). The applicant has not provided any information regarding such interior open spaces.

***Staff reiterates comments from the first referral that a minimum of 7.53 additional acres of usable interior parks and open space be identified on the plat and quantified in the conditions of approval to meet the recommended amount envisioned by the Revised General Plan for Keynote Employment centers. Staff recommends open spaces that can be utilized by the employees of the site. Uses within the open space can include active spaces, such as volleyball courts, tennis courts, or basketball courts, and passive areas, such as trails or picnic areas.***

**SITE RESOURCES****Water Resources**

In the first referral, staff recommended that the application be revised so that 50-foot buffers from floodplains, intermittent streams, and steep slopes, or 100 feet from scar lines, whichever is greater, are depicted on the plan. Staff also recommended that there be no loss to wetlands or intermittent streams.

In response, the applicant has proposed 25-foot buffers adjacent to floodplains. The applicant's illustrative depicts parking lots adjacent to the 25-foot buffers and the floodplains. The Pacific Boulevard crossing of Cabin Branch continues to be depicted on the Special Exception plat as a box culvert. Additionally, the common landbay boundary between Landbays 4 and 5 follows the scarline and the associated wetlands of the unnamed tributary to Broad Run with no buffers.

Additionally, the illustrative depicts several stormwater management facilities, one of which is located within the wetlands and stream corridor of the tributary to Broad Run. The plat depicts a Best Management Practice (BMP) facility adjacent to the proposed service station and two adjacent to Pacific Boulevard. No other information is provided regarding these facilities.

In regards to wetlands, the applicant states that "[t]he Applicant will provide mitigation as recommended by the Army Corps of Engineers if the development exceeds the threshold for avoidance and minimization of adverse impacts to wetlands at the time of site plan" (Response to First Referral Comments, text, p. 18). As such, the applicant has not yet suggested alternatives to avoid or minimize impacts to the wetlands and their associated streams. Greater detail is needed to assess the level of avoidance and impacts to wetlands, or, if not practicable, the applicant's proposal for compensatory mitigation, including the use of mitigation bank credits.

An additional water-related concern is the proximity of the proposed service station to the Cabin Branch floodplain.

The Revised General Plan calls for the protection of surface water resources from "contamination and pollution and preventing the degradation of water quality in the watersheds" (Revised General Plan, text, p. 5-12). The fueling station's proposed impervious surfaces are an anticipated source of automotive-related runoff and pollutants, such as litter, road salts, oil, grease, and metals, which impact water quality. Additionally, the possibility of spills exists at any location dispensing fuel and other hazardous substances. The Revised General Plan calls for "secondary containment, treatment, and emergency response plans" for businesses storing and dispensing petroleum products (Revised General Plan, Policy 21, p. 5-18). The Retail Plan calls for the incorporation of drainage and stormwater management facilities into the project site design (Retail Plan, Design Guidelines, p. 20).

Spill mitigation plans and assurances that secondary containment equipment will be provided are also important aspects of fueling station applications.

The applicant has not provided design information regarding water quality, spill containment, or stormwater management measures. Given the limited size of Landbay 3, this information is necessary to determine whether these issues can be adequately addressed if the fueling station and bank with drive-through lanes were to locate there. Any proposed solutions should demonstrate that on-site systems are compatible with County water quality goals.

***Staff reiterates recommendations from the first referral that the application be revised so that 50-foot buffers from floodplains, intermittent streams, and steep slopes, or 100 feet from scar lines, whichever is greater, are depicted on the plat. All landbays should be outside of floodplains, wetlands, and their buffers. Water resources should be spanned rather than placed in underground culverts.***

***Staff recommends that the service station with drive-through be relocated to the center of the development and not be placed adjacent to floodplains or other sensitive features. Staff also recommends that the applicant provide information regarding water quality, spill containment, and stormwater management measures for the proposed service station, regardless of its location. More specifically, a run-off and secondary containment structure should be integrated into the site design.***



**Steep Slopes (red) &  
Moderately Steep Slopes (yellow)**

### **Steep & Moderately Steep Slopes**

In the first referral, staff recommended that the applicant recalculate steep slopes based on contour lines, rather than soil mapping units, revise the application to include these areas of steep and moderately steep slopes on the plat, and submit a design that respects the integrity of these areas.

In response, the applicant has annotated an area of steep slopes on the Overall Existing Conditions Plan, which appears to be based on a soil mapping unit. Steep and moderately steep slopes are not depicted on the plat.

***As stated in the first referral, staff recommends that the applicant***

***recalculate steep slopes based on contour lines, rather than soil mapping units, revise the plat to include these areas of steep and moderately steep slopes, and submit a design that respects the integrity of these areas. If the applicant intends to intrude into any moderately steep areas, the applicant should explain what special performance standards or treatments are proposed for those areas.***

### **Forest Resources**

In the first referral, staff recommended that the applicant submit an inventory of forest resources and wildlife habitats and a conservation plan for these resources. Staff also recommended that the applicant consult with the County Forester regarding the conservation plan and provide details regarding species types, stocking densities, and tree conditions. Depending on their condition, staff recommended that the applicant consider the integration of these trees into the development as part of Tree Conservation Areas. Staff also recommended replacement of impacted tree resources on-site and that the applicant confer with the County Forester regarding the details of such mitigation, to include location, site preparation, species type, stocking density, and removal of invasives.

In response, the applicant completed a Tree Stand Evaluation, dated January 14, 2008. Existing treelines are depicted on the proposed Special Exception plat. Three of these areas are labeled "Potential Treesave Area." Several similar areas are not labeled, but might also be appropriate as Tree Conservation Areas. The study identified one stand type (Bottomland Hardwood) along with several non-forest communities, including successional fields and wooded borders/fence rows.

***As stated in the first referral, staff recommends that the applicant commit to Tree***

***Conservation Areas, most especially for those areas associated with steep slopes, moderately steep slopes, streams, intermittent streams, floodplains, and 50-foot floodplain buffers. Because of the close connection between vegetation and water resources, staff also recommends that the applicant revegetate or enhance any degraded areas within the designated tree conservation area, 50-foot floodplain buffers, and the buffer adjacent to the W&OD Trail.***

### **Historic Resources**

In the first referral, staff recommended that the applicant submit an archeological investigation of the site and incorporate archeological and historic resources into the design of the project so these areas and their historic context are enhanced and preserved.

In response, the applicant submitted information regarding previous investigations, the most detailed of which was limited in scope to the anticipated corridor of the future Pacific Boulevard.

***Staff recommends that the entirety of the site be systematically investigated by qualified professionals to ensure the protection of structures and other features of historic or archeological significance in the context of their natural settings. Site design should respect the integrity of these areas and avoid impacts to historic and archaeological resources. Interpretive signage, open spaces, and trails should be integrated into the development to ensure the protection of these resources and to convey their value to the County. Staff also recommends that the applicant complete a narrative of the site findings to convey the historic value of the resources to the community at large. Staff defers to the County Archaeologist regarding the investigations.***

### **Plant and Wildlife Habitats**

In the first referral, staff recommended that the applicant submit a species assessment of the site and incorporate natural heritage resources into the design of the project so that these areas and their context are enhanced and preserved.

In response, the applicant submitted an Endangered and Threatened Species Habitat Evaluation and Rare Species/Community Assessment, dated January 14, 2008. Although none of these species or communities was observed within the study area, the consultant noted that there is a probability that one of these resources occurs within the study area. Specifically, potentially suitable habitat for the wood turtle (*Glyptemys insculpta*) is present along Broad Run and Cabin Branch. The consultant also noted that "[m]any of these species, however, are seasonal in occurrence, have limited flowering times, or exhibit levels of behavior and activity that vary with the seasons, and therefore, these species may not be readily observable throughout the year. For these reasons, all species considered in this report may not have been present at the time of this investigation, and exhaustive searches for these species were not conducted at the time of this habitat evaluation. More intensive surveys of suitable habitat during the appropriate season would be required to maximize the chance for locating individuals of



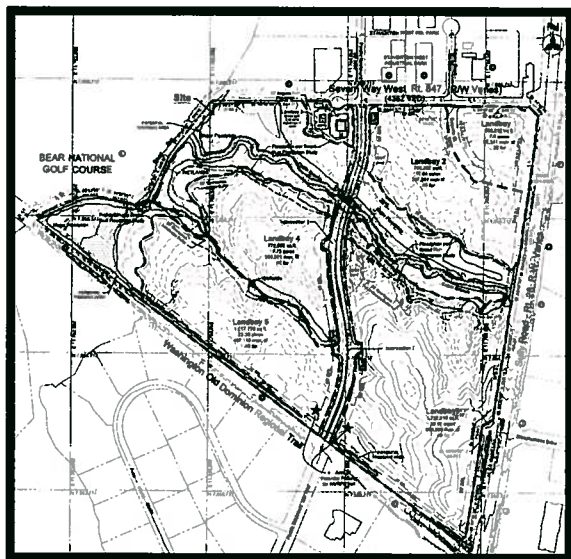
these species" (Assessment, text, p. 2). Surveys were conducted on December 20, 2007 and January 7, 2008.

***Staff recommends that the applicant complete resource surveys during the appropriate season to maximize the chance of locating the appropriate species. Staff also recommends that the applicant design the site with greenways and riparian buffers to help prevent habitat fragmentation while providing interconnection with larger contiguous natural open spaces. The applicant should also develop a plan for impact avoidance if the presence of a natural heritage resource is identified.***

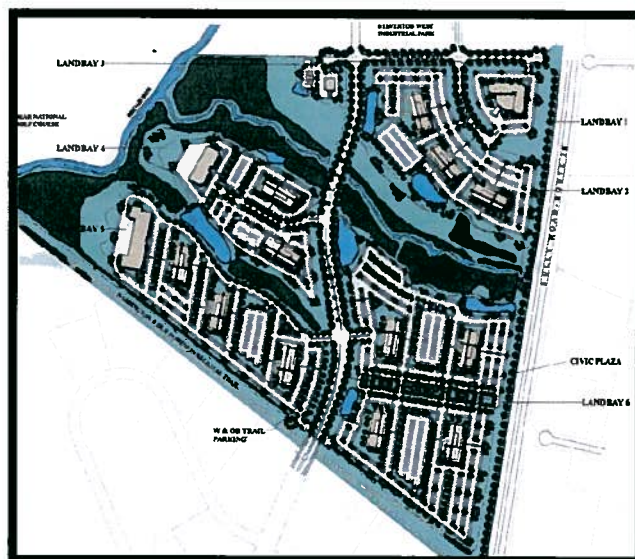
## SITE DESIGN

### Streets, Building Placement, Building Form, and Parking

The property in question occupies a highly visible and significant site within the County, particularly as viewed from Route 28 and the W&OD Trail. The applicant has proposed landbay boundaries that are generally coincident with floodplain boundaries and the right-of-way for Pacific Boulevard. The applicant has also submitted an illustrative depicting a potential development layout.



**Proposed Plat**



**Proposed Illustrative**

Overall, the applicant proposes office buildings surrounded by surface parking. Because the office uses of a Keynote area are to be prominent features of the community when viewed from periphery roads (Revised General Plan, Guideline 7.a., p. 11-14), the placement of surface parking between the proposed buildings and the periphery roads negates the intent of these guidelines. The applicant has also not committed to the number of stories for each building. Given the site's high visibility along Route 28, tall, high-profile buildings would be appropriate. Relocating the parking behind such buildings, in accordance with Plan policies, would minimize the prominence of the parking lots and create a unified building corridor along Route 28 and Pacific Boulevard. It also appears that the applicant has depicted several parking structures in

the illustratives but has not committed to structured parking. Additionally, the applicant has not committed to building locations or building envelopes on the Special Exception plat.

The hotel's current location indicates that it is oriented toward drive-by traffic on Route 28 and is not in keeping with the intent of a full-service hotel, which would be to conveniently serve the adjacent Keynote Employment uses. To serve the Keynote uses, the hotel would be more appropriately sited within the central portion of the site. Assuming that the hotel patrons would have coordinated their stay prior to their arrival, a location along Pacific Boulevard would likely be more accessible than the corner site along Severn Way, which will eventually be a dead-end road.

The proposed service station and bank are also sited at the northern periphery of the site. They are proposed at the southwest corner of the Pacific Boulevard and Severn Way intersection, in Landbay 3. Landbay 3 is physically isolated from the remainder of the site by Cabin Branch. The uses would be assessed via a short cul-de-sac. Given the intent of the proposed commercial use to serve the employees of the primary Keynote Employment uses, the service station and bank, like the hotel, would be more appropriate near the center of the development. A central location provides convenient access for both hotel patrons and office employees, in addition to users of the W&OD Trail. Staff also questions the necessity of four drive-through lanes for the bank. The presence of drive-through lanes indicates that the bank is intended to primarily serve drive-by traffic rather than the Keynote uses.

Compatibility with the W&OD Trail is another significant issue. The illustrative indicates that the applicant plans a continuous line of surface parking along the entirety of the landbay border with the W&OD Trail, separated by a 25-foot buffer. The exception is in the vicinity of the Pacific Boulevard overpass, in which parking would be placed under the overpass and placed adjacent to the park property with no buffer.

Sheet 3 of the plat also indicates that the development will include three bus stops along Pacific Boulevard. The applicant has not, however, committed to bus shelters. Neither has the applicant committed to widened buffers, enhanced plant materials, or pedestrian routes through parking lots, as promoted by Plan policies. Parking could be screened and its visual impact mitigated through the use of walls, hedges, street trees, heavy landscaping, depressed parking areas, and earthen berms. The entryways from Pacific Boulevard could also be enhanced with measures such as enlarged landscape areas, 10-foot wide sidewalks on each side of entry roads, and 5-foot landscape buffers between entry roads and the sidewalks.

***As located and designed, staff finds that the proposed Commercial Retail and Services uses are not supportive of the office uses. Commercial Retail and Service uses should be situated within the center of the site along Pacific Boulevard and incorporated into the office buildings, where possible, to conveniently serve the Keynote Employment uses.***

***The design as proposed does not meet County policies. To achieve a prominent***

***Keynote Employment area, staff recommends the following:***

- ***Commit to the location of all buildings or building envelopes, parking, sidewalks, crosswalks, parking, and landscape treatments;***
- ***Relocate surface and structured parking behind buildings. Create a unified building corridor along Route 28, Pacific Boulevard, and the W&OD Trail. Construct buildings along Route 28 with a minimum of four stories;***
- ***Eliminate the bank drive-through lanes;***
- ***Limit loading, storage, and mechanical units along Route 28, Pacific Boulevard, and the W&OD Trail. Screen these uses with masonry walls consistent with the building finish and design, and in combination with enhanced planting areas;***
- ***Build only the minimum number of required parking spaces;***
- ***Screen parking areas through the use of hedges, street trees, depressed parking areas, earthen berms, opaque walls, or fences of a type consistent with the architectural features of the buildings, and in combination with densely planted areas;***
- ***Position buildings to create plazas, courtyards, or other features for employees;***
- ***Commit to the construction of bus shelters at the three annotated locations;***
- ***Provide safe travel routes for pedestrians from parking areas to buildings with demarcated pathways and clear directional signage; and,***
- ***Consider gateways, walls, or other design elements along street frontages, along with enhanced landscape plantings.***

**Service Station & Bank Design**

Since the first submission of the application, the applicant has submitted a Special Exception request for a gas service station and a bank in Landbay 3 at the north-central boundary of the site adjacent to the Cabin Branch floodplain. The applicant proposes that the station could include, but not be limited to, a car wash, a convenience mart, tire servicing and repair, radiator cleaning and flushing, up to eight (8) gasoline pumps, and top or side-mounted canopy lighting. The bank would feature up to four (4) drive-through lanes. The applicant has not specified the designs or the materials for these structures.

Service station and bank design issues encompass motor vehicle circulation, bicycle and pedestrian pathways, signs, lighting, landscaping, the service station canopy, and the convenience mart. Design Guidelines are included in the County's Retail Plan and are intended to emphasize the site development of retail uses that accommodate the customer, the retail business, and the adjoining land uses (Retail Plan, text, p. 19). Retail Plan Design Guidelines call for a unity of design within multi-building retail centers, distinctive roof forms, and weather protection for customers (Retail Plan, Design Guidelines, p. 20). Guidance includes the following:

- Landscape large parking areas with trees and shrubs to reduce the visual impact, provide shade, and reduce the heat absorption;
- Landscape the street frontage with trees to create a green edge;

- Screen parking areas from adjacent streets with heavy landscaping, depressed parking areas, or earthen berms;
- Separate parking lots from sidewalks with green space; and,
- Screen ground mounted mechanical equipment (Retail Plan, Design Guidelines, pp. 20-21).

Overall, landscaped edges should screen and soften views of the various uses and enhance the visual quality of the project. Within the service station and bank areas, landscaping would help screen the queuing and fueling areas. Enhanced screening is also important along the entirety of the site frontage with the W&OD Trail.

The application does not include design information specific to the proposed service station and the drive-through bank.

***Staff recommends that the applicant provide design details regarding all service station and bank uses, to include motor vehicle circulation, bicycle and pedestrian pathways, signs, lighting, landscaping, the service station canopy, and the convenience mart. The design and materials for these uses should complement the surrounding area in conformance with the Retail Plan. Of particular concern is the service station canopy, which should be designed to reduce its perceived size, preclude light pollution, and complement the surrounding area.***

#### **Washington & Old Dominion Trail**

The Special Exception plat does not depict access ramps to the trail from Pacific Boulevard or connections to individual landbays, as envisioned by County policies.

***As stated in the first referral, staff recommends the applicant depict internal pedestrian and bicycle routes on the plat and demonstrate safe and adequate pedestrian and bicycle connectivity with the W&OD Trail. Staff recommends that the applicant coordinate with VDOT and ensure that pedestrian and bicycle facilities are provided on both sides of Pacific Boulevard, to include a 10-foot wide shared-use trail on the west side and a 6-foot wide sidewalk on the east side, along with vegetated buffers of at least 8 feet between the roadway and these pathways. Additionally, the applicant should provide access ramps to the trail from both sides of Pacific Boulevard and connector trails to individual landbays. All bicycle and pedestrian facilities should be in accordance with AASHTO and ADA.***

#### **Noise**

The proposed development is impacted by Route 28 and Pacific Boulevard. In the first referral, staff recommended that the applicant investigate the future noise levels associated with Route 28 and Pacific Boulevard, and their impact on the property. The plat states that noise and vibration will comply with the 1972 Zoning Ordinance. The applicant has not submitted any noise investigations for Route 28 or Pacific Boulevard.

***Staff reiterates comments from the first referral that, using guidance in the both the Revised General Plan and the Countywide Transportation Plan, the applicant investigate the future noise levels associated with Pacific Boulevard and Route 28, and their impact on the property. If noise levels are forecasted to approach or exceed acceptable levels, mitigation strategies should be explored. Staff recommends the applicant pay particular attention to the proposed hotel.***

### **Efficiency**

In implementing its program for achieving and sustaining a Built Environment of high quality, the County will emphasize its role as leader and facilitator, and as a source of information on environmental design options and procedures (Revised General Plan, Policy 2, p. 5-5).

The applicant's proposed design guidelines contain some information regarding sustainable design, including a reference to the Leadership in Energy and Environmental Design (LEED) Green Building Rating System of the U.S. Green Building Council. The applicant has not committed to LEED certification. Additionally, the proposed guidelines are insufficient for the project to achieve LEED certification.

***Staff recommends that the applicant modify the Sustainable Design section of the proposed Design Guidelines and Standards to incorporate LEED criteria. The applicant should specify all of the prerequisites for a LEED-certified project and commit to them, in addition to a proposed rating standard (Certified, Silver, Gold, or Platinum.)***

### **RECOMMENDATION**

The proposed application is not in conformance with Plan policies and staff recommends denial until such time as all outstanding issues have been addressed. Staff is available to meet with the applicant to discuss these issues.

cc: Julie Pastor, AICP, Director, Department of Planning  
Cindy Keegan, AICP, Program Manager, Community Planning – via email



COUNTY OF LOUDOUN  
MEMORANDUM  
DEPARTMENT OF BUILDING AND DEVELOPMENT



**DATE:** October 19, 2007

**TO:** Marchant Schneider, Project Manager, Department of Planning

**FROM:** Teresa H. Miller, Planner, Zoning Administration *THM*

**THROUGH:** Marilee Seigfried, Deputy Zoning Administrator *MS*

**CASE NUMBER AND NAME:** SPEX 2007-0025 Paragon Park – Office  
SPEX-2007-0034 Paragon Park - Hotel

**TAX/MAP PARCEL NUMBER:** /80///1/////2/

**MCPI:** 043-39-1396

Zoning Administration has reviewed the above referenced **Special Exception (SPEX)** application for conformance to the 1972 Loudoun County Zoning Ordinance and has the following comments.

**I. Critical Issues**  
None

**II. Statement of Justification Comments**

1. The project summary states that the purpose of the Special Exception is to permit 100% office use with auxiliary retail and personal services uses, in addition to one hotel site. Retail is not a permitted use in the PD-IP zoning district. The request for a retail component should be removed from the Statement of Justification (Project Summary, Compliance with Comprehensive Plan and Matters for Consideration) as well as the Conditions of Approval.

**III. Conditions of Approval Comments (dated May 16, 2007)**

1. The conditions of approval all related to development conditions. Staff questions why there have been no conditions of approval placed upon the individual proposed special exception uses.

2. Condition 1. should be clarified. All Land Bays are subject to the Development Conditions. Land Bays 3 – 6 have additional conditions that they are subject to. Breaking down condition 1 into two separate and district conditions may help with clarification.

2. Condition 1.b. states the applicant shall contribute one eighth of the final cost of constructing the grade separated crossing of Pacific Boulevard and the W&OD right of way as defined in Paragraph 14 of proffers associated with ZMAP-89-21, provided the contribution shall not exceed \$200,000.00 as adjusted by the Construction Cost Index. Staff questions if \$200,000.00 is a true one eighth of the final cost based on current costs. Staff defers to Office of Transportation Services.

3. Condition 1.d. should be updated to state the applicant “shall” instead of the applicant “may” dedicate right of way and provide necessary road improvements. Further, the

condition states internal roads to be public roads at the applicant's option. Section 511 of the 1972 Loudoun County Zoning Ordinance states that structures requiring a building permit must be erected upon lots which has frontage on a Class I, Class II or Class III road. Access to any individual lots created within land bays must have frontage on a public road.

4. Condition 1.e. states the applicant shall provide traffic signal warrant analysis in connection with the issuance of zoning permits cumulatively representing 75 percent of the total gross square footage permitted on the property. Staff requests this warrant analysis be submitted in conjunction with the site plan application cumulatively representing 75 percent of the total gross square footage permitted on the property.

5. Condition 1.f. needs to be clarified and what the applicant is offering. It would appear that the applicant is to provide warrant studies at two separate points. Please provide a more clear and concise trigger as to when this condition will need to be met.

6. Condition 2. states the applicant intends to abandon the Route 28 access from Steeplechase Drive. The Phasing section of the Statement of Justification states that "no part of the Property will be accessed via Steeplechase Drive, even on an interim basis". The abandonment of this access should be done in conjunction with the Special Exception application and not as a condition of approval. The existing conditions sheet should show the curb cut for Steeplechase while the Special Exception plat should show the development without the Steeplechase access.

7. Condition 7. references the Paragon Park Design Guidelines and Standards. Staff requests to review these proposed guidelines with the applicant's next submission. In addition, the condition states the applicant shall establish an Architectural Review Board. A clear trigger as to when this will be done needs to be included, preferably at the time of first site plan submission.

8. Condition 8. references the network of trails within each Land Bay and between adjacent Land Bays to the extent feasible. Provide additional requirement to this condition that the trails will be shown in conjunction with the site plan for the Land Bays.

9. All subsections of Condition 9 refer to "gross land area". As the areas dedicated to floodplain and roads are not to be included, this should be clarified to state all "buildable gross land area".

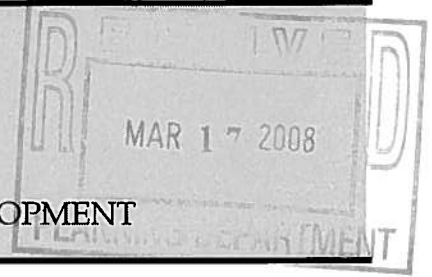
10. Condition 9.b. states no more than 20 percent of the gross land area of the property may be used for industrial uses. As the 1972 Loudoun County Zoning Ordinance does not list "Industrial" as a use, please be more specific as to these proposed uses.

11. Condition 9.c. states that at least 10 percent of the gross land area of the property must remain open space with 50 percent of the area counting toward open space coming from preserved floodplain areas. Section 722.5 of the 1972 Loudoun County Zoning Ordinance states that the open space minimum shall not be less than .20 times the buildable area of the lot. Floodplain does not count toward buildable area. Please revise this Condition to be in conformance with Section 722.5.

12. Condition 9.d. will need to be updated to remove "retail" as this use is not permitted in the PD-IP zoning district. In addition, the Condition is limiting the auxiliary uses to Personal Service Establishments only. With the available buildable gross floor area, this would permit up to 200,000 square feet of personal service establishments. Staff questions if the intent of the applicant is to also provide any of the other auxiliary uses permitted by Special Exception (restaurants (excluding drive-in eating establishments), banks and financial institutions, automobile service stations).



COUNTY OF LOUDOUN  
MEMORANDUM  
DEPARTMENT OF BUILDING AND DEVELOPMENT



**DATE:** March 17, 2008

**TO:** Marchant Schneider, Project Manager, Department of Planning

**FROM:** Teresa H. Miller, Planner, Zoning Administration

**THROUGH:** Marilee Seigfried, Deputy Zoning Administrator

**CASE NUMBER AND NAME:** SPEX 2007-0025 Paragon Park – Office  
SPEX-2007-0034 Paragon Park - Hotel  
SPEX-2008-0008 Paragon Park – Bank w/Drive thru  
SPEX-2008-0009 Paragon Park – Automobile Service Station  
2<sup>nd</sup> submission

**TAX/MAP PARCEL NUMBER:** /80///1/////2/

**MCPI:** 043-39-1396

Zoning Administration has reviewed the second submission for the above referenced **Special Exception (SPEX)** application for conformance to the 1972 Loudoun County Zoning Ordinance and has the following comments.

**Critical Issues**

1. The applicant has included in the suggested Design Guidelines “retail” as a use. Please be advised that “retail” is not a permitted use in the PD-IP Zoning District. The zoning ordinance defines retail as a separate and distinct use from Personal Services. If the intent is to provide personal service, which the 1972 Loudoun County Zoning Ordinance defines as *“Establishments primarily engaged in providing services involving the care of a person or his or her apparel. These services usually include, but are not limited to, laundry, cleaning and garment services, garment pressing, linen supply, diaper service, coin operated laundries, carpet and upholstery cleaning, photographic studios, beauty shops, barber shops, shoe repair, and clothing rentals”*, the applicant will need to update their application to include this auxiliary use. The applicant may wish to extend the scope of the special exception application to include all auxiliary uses listed in the PD-IP zoning district (Restaurants (excluding drive-in eating establishments), Personal Services, Banks and Financial Institutions and Automobile Service Stations). This would match the applicant’s project design description as shown for Land Bay 3 in the Design Guidelines.

2. Throughout the proposal, automobile service station is referred to as service station. Please update the application to correctly reference the use as automobile service station.
3. SPEX-1991-0033 was previously approved to allow flex industrial uses on the site. The Design Guidelines list a Flex Warehouse use for the property. If it is the intent of the applicant to have warehouse uses on the property, it is suggested that this application and the proposed development conditions incorporate and supersede those associated with SPEX-1991-0033 instead of rescinding the previous conditions. This would allow warehouse as a special exception use as previously approved with SPEX-1991-0033, otherwise warehouse needs to be included in the current application as a use.
4. In reference to the proposed hotel use for Land Bay 1, Section 607.2.4.2, location criteria states that the hotel should be located in areas where the facility will function as a supportive use to existing industrial, commercial or training facilities. Locating the hotel more interior to the project would show that the hotel is to support the proposed offices. It is suggested that a condition of approval be included regarding a certain amount of warehouse and/or office be constructed prior to establishment of the hotel use.
5. Section 607.2.4.4. states that the hotel should be located on a collector roadway or frontage road of a design and capacity to safely accommodate traffic generated by the motel/hotel. The application has proposed to locate the hotel on West Severn Way with access from Eugenia Court, both local roads on the Countywide Transportation Plan. Please address how the application meets the requirements of Section 607.2.4.
6. The application proposes up to 225 rooms with additional services/amenities. The parking requirement for the hotel is one space per rental unit, 1 space per employee as well as 1 space for every 4 restaurant/meeting room/ballroom seats. Based on the illustrative plan submitted with this application, the application may not have adequate space to park the proposed hotel and additional services/amenities. Parking for this use will be further addressed at the time of site plan.

#### The Applicant's Proposed Development Conditions

7. The applicant has suggested that 50 percent of the area counted toward open space may come from preserved floodplain areas. Floodplain area does not count toward buildable gross land area. This condition will need to be revised. At the time of site plan, it must be demonstrated that 20% of the buildable gross land area will be open space.
8. Any condition regarding dedication of land should include the language "upon request by VDOT or Loudoun County", such as Condition 7.b.
9. The applicant is proposing to provide traffic signal warrant analysis for the one site

intersections of Pacific Boulevard south of Cabin Branch with the site plan application cumulatively representing 75 percent of the total gross square footage permitted, approximately 1.3 million square foot of development. While traffic signals may or may not be required at 75 percent of total build out, signals may be required at 100 percent. In addition, signals may be required prior to the 75 percent trigger. It is suggested that the warrant study be submitted with the site plan that represents 50 percent as well.

10. The applicant is proposing to provide traffic signal analysis for the off-site intersection of Pacific Boulevard and Severn way at 50 percent and again at 91 percent if necessary. It is suggested that warrants studies be addressed at 100 percent build out if signals are not required at 91 percent.
11. The applicant has offered dedication of the necessary right of way for the eastern terminus of Severn Way. Language should be included to reference "at no cost to VDOT or the County". It is suggested that this dedication occur prior to the approval of the first site plan for development in Land Bays 1 or 2.
12. It is not clear at what point the applicant will be constructing the three (3) bus shelters. The bus shelters should be shown in conjunction with the site plan submission for the appropriate Land Bay.
13. Per Section 700.1, Planned Development Districts, Intent, the suitability of development of tracts within the PD districts shall be determined primarily by reference to the Comprehensive Plan. The Countywide Transportation Plan (CTP) is a component of the Comprehensive Plan. The CTP shows Steeplechase Boulevard extending east of Route 28 and not west of Route 28. The application is proposing interim access to Route 28 via Steeplechase Drive, which does not appear to be consistent with the CTP. Staff defers to VDOT and OTS regarding this proposed access point as Route 28 is to be a limited access highway. If the access point at Steeplechase is permitted, the closure should occur once the interchange has been constructed on Route 28 at Nokes Boulevard.
14. The applicant's proposed commitment to place all land containing 100 year floodplain into floodplain conservation easements to the County upon submission of record plats for any lot adjoining said floodplain should be at record plat or site plan for the land bay adjoining said floodplain, whichever occurs first.
15. The applicant's proposed development conditions reference a Tree Conservation area as shown on Sheet 4 of the Special Exception Plat. The Tree Conservation area is not shown on Sheet 4, nor is Sheet 4 labeled Special Exception Plat.
16. Please ensure that the trails are shown on the sheet labeled Special Exception Plat.

Plan Comments

17. List all application numbers on the cover sheet.
18. Sheet 1 – General Notes 3. should list the accessory uses proposed with this application (bank, restaurant, personal service establishments, and automobile service station). The hotel use should also reference that it is subject to the developmental conditions as listed in Section 607.2.4.
19. Please ensure that a key is provided for all symbols shown on the Special Exception Plat (i.e. the proposed bridge on Pacific Boulevard).
20. The applicant has not labeled any of the sheets within the submission as the “Special Exception Plat”. It would appear that sheet 3 would be the intended Special Exception Plat; however it is not labeled as such. Please label the proposed uses to be located within each land bay. It is requested that the applicant include building/parking envelopes for each of the land bays, exclusive of the natural resource areas (floodplain, wetlands, etc.). The applicant may wish to remove the building locations for Land Bay 3 and label the proposed building/parking envelope. The Special Exception Plat should not be labeled “for illustrative purposes only”.
21. Please provide more detail regarding the applicant’s proposed parking area for the W&OD Trail. On sheet 3 shows this is “area for potential parking for NVRPA trail”. As the applicant intends to designate area for parking, this area would be more appropriately labeled “potential area for parking for NVRPA trail”. Please be advised that subdividing 1.5 acres from one of the land bays may affect the potential maximum square footage as well as the lot coverage/FAR.

DEPARTMENT OF BUILDING AND DEVELOPMENT

COUNTY OF LOUDOUN

MEMORANDUM

DATE: September 13, 2007

TO: Marchant Schneider, Project Manager, Department of Planning

FROM: Todd Taylor, Environmental Engineer

CC: Joe Gorney, Community Planning

THROUGH: William Marsh, Environmental Review Team Leader

**SUBJECT: SPEX-2007-0025 Paragon Park – Office .**  
**SPEX-2007-0034 Paragon Park – Hotel**



The Environmental Review Team (ERT) reviewed the subject application during the August 28, 2007, ERT Meeting. Our comments pertaining to the current application are as follows:

*Regarding streams and buffers*

1. Depict the River and Stream Corridor 50-foot Management Buffer surrounding the major floodplain and adjacent steep slopes (slopes greater than 25 percent, starting within 50 of the floodplain, extending no farther than 100 feet beyond the floodplain), or the 100-foot Stream Buffer measured from the channel scar line, whichever is greater (referred to hereafter as River and Stream Corridor Buffer), on sheets 2 and 3 [Revised General Plan (RGP), Page 5-6, River and Stream Corridor Resources Policies].
2. Consistent with River and Stream Corridor Policy 18 (RGP, Page 5-10), please depict proposed landbay limits outside of the River and Stream Corridor Buffer.

*Regarding steep slopes*

3. Steep slopes as currently depicted on sheets 2 and 3 are based on the Loudoun County Geographic Information System (LOGIS) soils layer. To demonstrate compliance with the Steep Slope and Moderately Steep Slope Policies of the RGP (Page 5-26), please depict moderately steep slopes (15 to 25 percent) and very steep slopes (greater than 25 percent) on sheets 2 and 3, based on the 2-foot topography (i.e. topographical analysis). Also, for clarity, please indicate on the plan that the steep slope designations are based on 2-foot topography. Note that the River and Stream Corridor Buffer, as described in Comment 1 above, should also be identified based on

steep slopes derived from the 2-foot topography.

*Regarding wetlands*

4. Note 8 on Sheet 1 references a wetland field survey. Please depict jurisdictional waters and wetlands in plan view. Also, please clarify whether a jurisdictional determination has been issued by the U.S. Army Corps of Engineers by providing a source note similar to the following: "Regulated waters and wetlands shown are based on a wetland delineation conducted by insert consultant name and confirmed by Corps Jurisdictional Determination # insert Corps project number, dated insert date".
5. Staff recommends utilizing a spanned crossing for proposed Pacific Boulevard over the major floodplain of Cabin Branch. Sheet 3 currently identifies four culverts to accommodate the crossing. In the area of the proposed crossing, the topography adjacent to Cabin Branch drops approximately 25 to 30 feet. A culvert type crossing will likely result in a substantial amount of fill being placed in the floodplain to achieve suitable grade, which will result in impacts to the riparian system, including disturbance of existing vegetation and wildlife corridors. This approach runs counter to green infrastructure policies, which emphasize the preservation of uninterrupted corridors along stream channels that drain greater than 100 acres, as described in the River and Stream Corridor Resources section of Natural Resource Assets in Chapter 5 of the RGP.
6. The tributary south of Cabin Branch that drains directly to Broad Run is likely a jurisdictional stream. Sheet 3 currently identifies the limits for land bays 4 and 5 corresponding with the stream. Staff recommends that the land bays be pulled back a minimum of 50 feet to allow for a riparian buffer adjacent to the stream. Furthermore, during a site visit on September 12, 2007, staff noted that although the existing vegetation along the stream is functioning as a riparian corridor, the vegetation is dominated by invasive plant material, such as Russian olive (*Elaeagnus angustifolia*) and Tree-of-Heaven (*Ailanthus altissima*). Staff recommends that the applicant consider enhancing this corridor by removing invasive species and replanting the buffer with native vegetation.

*Regarding water resources*

7. The applicant proposed to remove Condition 11 for SPEX-1991-0033, which required a conceptual stormwater management (SWM)/best management practice (BMP) plan to be part of the submission of construction plans and profiles. No SWM/BMP facilities are currently depicted on the plan. To demonstrate that the project will comply with the Surface Water Policies of the RGP (Page 5-17), please provide a conceptual SWM/BMP plan at this time, identifying the type(s) and locations of SWM/BMP facilities.

8. To enhance water quality, staff supports augmenting the SWM/BMP approach with low impact development (LID) BMPs. As such, staff recommends a condition of approval stating that the applicant shall implement LID at the property and shall work with the County to implement those measures deemed likely to be effective, based on constraints of the property. The condition should also state that the LID measures, if applicable, will be designed and implemented in accordance with the adopted provisions of the Facilities Standards Manual (FSM).

*Regarding tree cover*

9. To better evaluate tree preservation potential, staff recommends that tree cover type and specimen tree information be provided with this application. Specifically, full descriptions, including species composition, size class, age, density, regeneration, and presence of insects and disease/health and vigor, for each cover type on the property; and the common and scientific names, size, and condition rating for all individual trees with a diameter at breast height of 30 inches or greater.
10. Consistent with the Forest, Trees, and Vegetation policies of the RGP, staff recommends preserving forest cover as part of this application, especially in the River and Stream Corridor Buffer associated with Broad Run and Cabin Branch. As stated on Page 5-32 of the RGP, "riparian forests along streams provide the greatest single protection of water quality by filtering pollutants from stormwater runoff, decreasing stream bank erosion, and maintaining the physical, chemical, and biological condition of the stream environment". Staff recommends identifying tree save areas on the special exception plat.
11. Staff supports preserving the existing linear vegetation adjacent to the W&OD Trail to provided screening and separation of the uses. Staff recommends removing undesirable species and enhancing the buffer with plantings in areas where existing desirable vegetation is minimal.

*Other*

12. No information regarding archeological resources has been provided with this application. Staff defers to the Preservation Planner in the Department of Planning regarding the need for archeological studies.
13. Staff recommends a condition of approval requiring Green Building Practices endorsed by the United States Green Building Council's Leadership in Energy and Environmental Design (LEED) program to be incorporated into the development of the property, similar to the following:

"The owner shall employ development attributes of the United States Green Building Council's Leadership in Energy and Environmental Design ("LEED") program into the planning of all office buildings on the Property. Those elements may include, but shall not be limited to, sustainable site design, water efficiency,



energy management, materials and resource reuse, and/or interior environmental quality. The following alternative transportation-related elements will be included throughout the property: bicycle parking areas and shower facilities for employees in all office buildings; and the siting of all office buildings within one-quarter mile of a bus or shuttle stop. While this condition shall not be construed as a requirement to obtain a certain level of LEED certification, all office design and construction will incorporate all of the "prerequisites" of LEED for New Buildings version 2.2, or LEED for Core and Shell version 2.0, or updated versions. Further, all office buildings will be designed to achieve specific LEED goals, including a minimum reduction in water use of 20 percent; a minimum cost energy savings of 10.5 percent; and a minimum construction waste diversion from sanitary landfills or incinerators of 50 percent. A third party will complete a LEED-specified commissioning process for all office buildings that will optimize the interrelated functions of energy conservation, water use, and indoor air quality."

The referenced condition is consistent with the General Water Policies supporting long-term water conservation (Policy 1, Page 2-20), the Solid Waste Management Policies supporting waste reduction, reuse, and recycling (Policy 2, Page 2-23), and the Air Quality Policies supporting the creation of pedestrian and bicycle facilities (Policy 1, Page 5-41). Furthermore, the County encourages project designs that ensure long-term sustainability, as discussed in the Suburban Policy Area, Land Use and Pattern Design text (Page 6-2).

14. Several open areas exist within the major floodplain on the subject property. Staff strongly recommends that these areas be considered for wetland mitigation and/or reforestation. This approach is consistent with the County's strategy is to protect its existing green infrastructure elements and to recapture elements where possible [RGP, Page 6-8, Green Infrastructure Text].
15. Due to the proximity of the proposed development to Route 28 (Sully Road) and Pacific Boulevard, planned principal arterial and major collector roads, respectively, staff requests information describing how the proposed project will comply with the Noise Policies identified in Chapter 4 of the Revised Countywide Transportation Plan.
16. To reduce vehicular traffic/demand on roadways and to encourage pedestrian and bicycle activities as commuting alternatives, staff recommends providing a 10-foot multi-use trail on one side of Pacific Boulevard with a trail connection to the W&OD Trail. Likewise and as stated above, staff supports including bicycle parking and shower facilities for employees in all office buildings as part of this application.
17. The County is embarking on a project to map and inventory wetlands located within Loudoun County. We are requesting that the development community contribute digital data to this effort. Specifically, the Corps-approved wetland delineation (jurisdictional waters and wetlands), including the delineation of the respective study

limits. Loudoun County's GIS uses ESRI software and can import .DXF data. Our coordinate system is Virginia State Plane. Datum NAD 83 data is preferable, if available. Metadata on the digital data (e.g., map scale, age, etc.) is also helpful. If this data cannot be provided prior to approval of the application, staff recommends that a condition of approval be provided indicating that this data will be submitted to the County prior to site plan approval.

Due to the scope of the comments provided, staff requests an opportunity to review the subsequent submission of this application. Please contact me if you need any additional information.


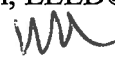
**DEPARTMENT OF BUILDING AND DEVELOPMENT**

**COUNTY OF LOUDOUN**

**MEMORANDUM**

DATE: February 28, 2008

TO: Marchant Schneider, Project Manager, Department of Planning

FROM: Todd Taylor, Environmental Engineer   
William Marsh, LEED® Accredited Professional, Environmental Review  
Team Leader 

CC: Joe Gorney, Community Planning

SUBJECT: **SPEX-2007-0025 Paragon Park – Office**  
**SPEX-2007-0034 Paragon Park – Hotel**  
**SPEX-2008-0008 Paragon Park – Bank**  
**SPEX-2008-0009 Paragon Park – Service Station**  
**(2<sup>nd</sup> Submission)**



The Environmental Review Team (ERT) has reviewed the revised application and offers the following comments:

*Regarding stream buffers and wetlands*

1. The current layout does not meet the River and Stream Corridor Policies in Chapter 5 of the Revised General Plan (RGP). Depict the full River and Stream Corridor Buffer on sheets 2 and 3, as specified in staff's previous comments and on Page 5-6 of the RGP. In addition, depict the proposed land bay limits outside of the buffer, consistent with Policy 18 on Page 5-10.
2. Although the applicant's responses refer to a 25-foot open space/management buffer adjacent to the southern jurisdictional stream, Sheet 3 still identifies the share limits for land bays 4 and 5 corresponding with the stream. To ensure protection of this jurisdictional feature during grading/construction activities, consistent with River and Stream Corridor Policy 11 on Page 5-9 of the RGP, staff recommends that the land bays be pulled back a minimum of 50 feet to allow for a riparian buffer adjacent to the stream. Staff continues to recommend that the applicant enhance this corridor by removing invasive species and replanting the buffer with native vegetation (see reforestation comment). In addition, sheets 5 and 6 identify a potential BMP facility located on-line with the stream. Consistent with U.S. Army Corps of Engineers (Corps) guidance and avoidance and minimization requirements, please revise the facility so that it is located off-line.

3. Staff emphasizes the importance of mitigating wetland and stream impacts close to the impact area to help maintain water quality and flood protection functions, as well as habitat. Staff recommends consideration of a wetland mitigation bank. Whether or not a bank is pursued, staff recommends a condition of approval stating that any required mitigation for wetland and stream impacts determined to be unavoidable in conjunction with the permitting process, the applicant shall prioritize mitigation as follows: 1) onsite, 2) within the Broad Run Watershed within the same Planning Policy Area, 3) within the Broad Run Watershed outside the Planning Policy Area, and 4) Loudoun County, subject to approval by the U.S. Army Corps of Engineers (Corps) and the Virginia Department of Environmental Quality (DEQ). This approach is consistent with Policy 23 on Page 5-11 of the RGP which states that "the County will support the federal goal of no net loss to wetlands in the County." Furthermore, the County's strategy is to protect its existing green infrastructure elements and to recapture elements where possible [RGP, Page 6-8, Green Infrastructure Text].

*Regarding water quality*

4. Sheet 3 identifies a "VDOT Pond" located partially within the limits of major floodplain. Please note that per 1972 Zoning Ordinance Section 740.6.1.d, stormwater management (SWM) improvements are only permitted when associated with uses permitted by right or by special exception in the Floodplain Overlay District. Therefore, the pond may only serve runoff generate by Pacific Boulevard. The pond may not be used to handle runoff from land bays 1 and 2.
5. Only some of the proposed SWM/best management practice (BMP) facilities shown on Sheet 6 (Illustrative Plan) are depicted on Sheet 3 (Special Exception Plat). In addition, changes to the SWM/BMP approach are needed to account for the above comments. In keeping with Condition 11 for SPEX-1991-0033, which required a conceptual SWM/BMP plan at the time of CPAP submission, and is proposed to be eliminated with this application, staff recommends identifying types and locations of all SWM/BMP facilities on Sheet 3.
6. The applicant's proposed low impact development (LID) commitment does not require anything more than what is already required by the Facilities Standards Manual and Virginia Stormwater Management Handbook. As stated in staff's previous comments, which is consistent with the attached Virginia Department of Game and Inland Fisheries' (VDGIF) comments related to the wood turtle, staff supports augmenting the SWM/BMP approach with low impact development (LID) measures to enhance water quality. As such, staff recommends a condition of approval stating that the applicant shall implement LID within the development and shall work with the County to implement those measures deemed likely to be effective, based on constraints of the property. The condition should also state that the LID measures will be designed and implemented in accordance with the adopted provisions of the Facilities Standards Manual (FSM).

7. With this submission, a service station located in Land Bay 3, has been added as part of the special exception request. Given the close proximity of the service station to the floodplain associated with Cabin Branch, staff supports additional water quality protection and recommends a condition of approval stating that the applicant shall incorporate a water quality design that achieves 65 percent phosphorus removal throughout 100 percent of the service station site in Land Bay 3, as per Table 2-3 of the Virginia Stormwater Management Handbook. Please note that at the time of site plan, the service station must comply with the requirements in Facilities Standards Manual (FSM) Section 5.320.E, including the incorporation of oil/water separators, secondary containment, and an Emergency Response Plan.
8. In regards to the proposed Pacific Boulevard crossing over the major floodplain of Cabin Branch and staff's concern that a culvert style crossing will result in substantial fill and impacts to the riparian system, the applicant's responses state that Virginia Department of Transportation (VDOT) will be constructing Pacific Boulevard and that VDOT's roadway plans show a bridge crossing. The responses go on to state that the bridge crossing will have minimal impact to the riparian system and stream channel. To ensure consistency with green infrastructure policies, which emphasize the preservation of uninterrupted corridors along stream channels that drain greater than 100 acres, staff recommends a condition of approval stating that a spanned crossing shall be utilized for the Pacific Boulevard crossing over Cabin Branch. Staff further recommends that Sheet 3 be revised to specify the spanned crossing.

*Regarding reforestation and tree preservation*

9. Staff supports reforestation with this project to enhance the riparian corridors and improve water quality. The attached VDGIF comments recommend that vegetated riparian buffers of up to 600 feet be maintained or enhanced to protect wood turtles. To help offset the impacts of proposed landbays and associated development activities occurring within the 600-foot buffer, some areas as close as 125 feet from the stream, staff recommends a condition of approval stating that the applicant shall reforest all open areas within the floodplain and the River and Stream Corridor Buffer adjacent to Broad Run and Cabin Branch as well as 50-feet on both sides of the southern tributary that separates landbays 4 and 5. The condition should also state that the applicant must submit a reforestation plan, for review and approval by the County Forester, at the time of the first site plan submitted for the development and that the reforestation shall consist of native 1-inch caliper trees at a stocking level of 125 trees per acre. Lastly, reforestation efforts should account for archeological resources and associated protective/investigative measures. As such, staff recommends that the condition specify that the County Archeologist shall have the final decision as to whether an area that corresponds to an archeological site gets planted.
10. In addition to the reforestation areas recommended above, staff recommends reforestation of the 50-foot buffer adjacent to the W&OD Trail. Staff recommends that the applicant have a project arborist evaluate the existing treeline for removal of

invasive and hazardous trees. Staff further recommends supplementing the existing vegetation with native deciduous and evergreen plantings at a 2:1 evergreen to deciduous ratio. Evergreen trees should be a minimum of 6 feet in height and be planted at a 12-foot by 12-foot spacing. Deciduous trees should be a minimum of 1-inch caliper and should be planted on a 14-foot by 14-foot spacing

11. Clearly identify trees to be preserved as "Tree Conservation Areas" on Sheet 3. Currently, it is difficult to determine which areas are proposed for preservation due to inconsistent labeling. Staff recommends using shading or a pattern symbol to clearly identify these areas. Also, all references to "potential" should be removed, as the recommended condition provides flexibility for unavoidable encroachments (i.e. 80% provision).
12. Expand the limits of Tree Conservation Areas on Sheet 3 to include existing vegetation along the riparian corridor that correspond with the full River and Stream Corridor Buffer described above.
13. Staff recommends that the applicant's commitment related to tree conservation areas be included as a condition of approval. However, staff recommends that the reference to "Cedars" be removed from the exclusion. The exclusion should only apply to Virginia pine due to the species susceptibility to wind throw as it matures, which presents a safety hazard. Eastern red cedar does not have this characteristic.

#### *Regarding Green Building Standards*

14. ERT appreciates the incorporation of sustainable design (green building) standards within the proposed Design Guidelines, which is consistent with General Water, Solid Waste Management, Air Quality policies and land use pattern and design for suburban policy areas of the RGP. ERT recommends that all proposed buildings be subject to the sustainable design standards and formally apply with the US Green Building Council for LEED certification. Further, based on a comparison of the proposed sustainable design standards with the Leadership in Energy and Environmental (LEED) design standards for new construction (NC), version 2.2, ERT recommends expanding the standards as follows. Incorporating these changes within the project would likely achieve 20 points per the LEED-NC checklist, which is six short of certification.
  - Commit to honoring buffers specified in Site Sustainability credit 1, site selection, including a minimum 100 foot buffer from any federally regulated wetlands or isolated wetlands identified by Virginia DEQ; within 50 feet of any water body; placing new buildings at least 5 feet above the major floodplain inundation elevation; not disturbing any habitat supporting endangered or threatened species; or develop on prime farmland as identified by the USDA. (see LEED-NC technical reference p.27)

- Augment the bicycle storage commitment to include dedicated shower and changing facilities in each building equivalent to 0.5-percent of the full time equivalent occupants of said building. (LEED-NC technical reference p.53)
- Update the site lighting commitment to include designing interior lighting to maintain the majority of direct beam illumination within the building or specify that all non-emergency interior lighting fixtures be controlled and programmed to turn off following regular business hours. The site lighting commitment should also state that exterior lighting shall not exceed 80% of the lighting power densities for exterior areas and 50% for building facades and landscape features as defined in ASHRAE/IESNA Standard 90.1-2004 and IESNA RP-33. Finally, the commitment should state that exterior lighting shall comply with the zone requirements specified in IESNA RP-33.
- For any energy efficiency commitment, the applicant should also commit to the required LEED-NC prerequisites, including fundamental building commissioning and minimum energy performance. The energy reduction goal of 10.5 percent should also reference ASHRAE/IESNA Standard 90.1-2004.
- Regarding recycling commitments, the applicant should also commit to building space allowance for recycling collection, consistent with the LEED-NC Materials and Resources (MR) prerequisite. The 10% recycled content commitment should further elaborate that no more than half of recycling is from "pre-consumer" resources, consistent with LEED-NC MR credit 4.1.
- For the multiple interior air quality design goals, the applicant should also commit to the two LEED-NC Environmental Quality (EQ) prerequisites: minimum indoor air quality (IAQ) performance and environmental tobacco smoke control.

ERT also recommends that the applicant pursue additional credits that are mutually reinforcing and could help the entire project achieve or exceed LEED-NC certification, as follows:

- Commit to water efficient landscaping, such that no potable water is needed to meet landscaping requirements (LEED NC credit WE 1.2). One way to meet this credit is to harvest rainfall runoff from proposed rooftops, which would also help achieve SS credits 6.1 and 6.2, stormwater design for quantity and quality control.
- The applicant should also invest in additional energy efficiency planning, described in Energy and Atmosphere (EA) credits 3, 4, and 5 -- enhanced commissioning, enhanced refrigerant management, and measurement and verification. These measures would enhance overall efficiency and help earn more than one point under EA credit 1, optimizing energy performance to achieve a 10.5 percent reduction. Also note that at least two credit points are



now required to earn points under EA credit 1.

- Pursue an innovation point by developing a comprehensive transportation management plan that demonstrates a quantifiable reduction in personal automobile use through the implementation of multiple alternative options.
- The applicant should retain a LEED accredited professional during the design process, which would earn another certification point.

15. ERT is concerned with the enforceability/verification of the proposed sustainable design standards in the Design Guidelines considering the applicant's suggestion of an appointed Architectural Review Committee being responsible for the administration of the development in general conformance of the standards. First, verification of the standards will require an individual who has LEED training. Second, the phrase "general conformance" does not provide a strong commitment. As such, staff recommends that the sustainable design standards be provided as a condition of approval with the application and that all buildings be required to formally apply with the US Green Building Council for LEED certification, which will include third party verification.

*Regarding Rare, Threatened, and Endangered Species*

16. Exhibit 9 of the Endangered and Threatened Species Habitat Evaluation and Rare Species/Community Assessment report, prepared by Wetland Studies and Solutions, Inc., dated January 14, 2008, is a letter from VDGIF which states that the applicant should coordinate with the VDGIF Environmental Services Section concerning potential impacts to the state threatened wood turtle. The ERT forwarded a copy of the report and special exception plat to VDGIF for review. Attached are comments from VDGIF that were received on February 21, 2008. According to VDGIF, the subject site appears to provide suitable habitat for the wood turtle making its presence on site likely. Staff supports the recommendations provided by VDGIF, which are consistent to staff's comments related to maintaining and enhancing riparian corridors, providing full stream buffers, incorporating a spanned crossing over Cabin Branch, and implementing LID measures within the project.
17. The VDGIF comments states that further discussions with the applicant may result in recommendations for further survey efforts. As such, staff recommends a condition of approval stating that the applicant shall coordinate with VDGIF regarding the protection of the wood turtle and, if requested by the agency, complete a wood turtle survey. The condition should state that the wood turtle survey will be completed prior to the approval of the first site plan or preliminary subdivision application.
18. Consistent with the VDGIF comments, staff recommends a condition of approval requiring an information sheet, including the following text below a picture of the wood turtle, to be distributed to all contractors associated with work at the site and employees:

"The wood turtle is a State Threatened species that may be found in or near the project area. Description: A medium sized semi-terrestrial turtle, adults are 6-8 inches long. The dull brown upper shell is very rough; each section of the shell is composed of growth rings that form an irregular pyramid. However, there can be great variation in appearance and especially in older turtles, the upper shell may appear smooth. The bottom shell is yellow with black blotches. It has a black head and dark brown extremities. The yellow to burnt orange skin on the neck and in the leg sockets is a distinguishing characteristic. If one of these turtles is found within the project/road area, it should be carefully removed to safety in suitable habitat (a run or deep pool with sandy or muddy bottom and submerged roots, branches, or logs) in the nearest perennial stream. It is a violation of Virginia law to harm or keep for personal possession a wood turtle. If you have any questions concerning this species, please call the Virginia Department of Game and Inland Fisheries at 804-367-6913."

The condition should go on to state that if any wood turtles are encountered and are in jeopardy during the development or construction of this project, they shall be immediately removed from danger and safely moved to suitable habitat in or near the closest perennial stream. Any relocations shall be coordinated with the VDGIF Wildlife Diversity Biologist and the VDGIF wood turtle observation form should be completed and sent to the agency.

*Other*

19. Steep slope designations, as specified on Page 10 of the applicant's responses, are not depicted in plan view on Sheets 2 and 3. To demonstrate compliance with the Steep Slope and Moderately Steep Slope Policies and the River and Stream Corridor Policies in the RGP, please clearly depict steep slopes based on the topography provided on the plan sheets. Note that the River and Stream Corridor Buffer described above should be depicted 50 feet beyond the very steep slope areas that start within 50 of the floodplain, extending no farther than 100 feet beyond the floodplain.
20. Staff recommends that the applicant's commitment to office buildings and the hotel being constructed with materials to achieve and interior noise levels of 45 dBA be included as a condition of approval. Staff further recommends that the condition state that a building shell analysis shall be performed and certified by a licensed acoustical engineer and submitted concurrent with the zoning permit application for each office and hotel building to ensure that the 45 dBA interior noise level is achieved.

Due to the scope of the comments provided, staff requests an opportunity to review the subsequent submission of this application. Please contact me if you need any additional information.

**From:** <Amy.Ewing@dgif.virginia.gov>  
**To:** <todd.taylor@loudoun.gov>  
**Date:** 2/21/2008 11:27 AM  
**Subject:** ESSLog# 24657\_Paragon Park Development\_Loudoun County  
**Attachments:** WOOD TURTLE form.doc

**CC:** <John.Kleopfer@dgif.virginia.gov>

Mr. Taylor,

Thank you for sending the habitat assessment performed by WSSI for this project site. We have reviewed the information contained in the report as well as the site photographs and our data records. As you know, we document state Threatened wood turtle from the project area. Based on the information provided in the report, this site appears to provide suitable habitat for this species making its presence on site likely. Specifically, Cabin Branch and Broad Run appear to provide habitat. The small, unnamed tributary to Broad Run that is located on site may provide habitat, but it is difficult to tell based on the information provided. If this stream is perennial in nature, we would consider it to provide habitat although the presence of wood turtles in this stream is less likely than in Cabin Branch or Broad Run.

To protect wood turtles, we typically recommend that naturally vegetated riparian buffers of up to 600 feet be maintained in their natural or an enhanced state. I cannot tell what width of woody buffers these streams currently have, although based on aerial photographs, they do have buffers of some width. We recommend that these are maintained in their current state. We recommend avoidance of impacts upon riparian areas and streams to the greatest extent possible. We recommend that any work in the on-site streams or within 600-ft of these streams be further coordinated with our agency. We are happy to assist the developer in designing the site to avoid and minimize impacts upon wood turtles and their habitat to the greatest extent possible. Further discussions with the developer and/or their representatives may result in recommendations to maintain riparian buffers, time of year restrictions on certain types of work, further survey efforts, other conservation measures and/or mitigation for impacts upon listed wildlife species and their habitat.

We recommend that all contractors associated with work at this site be made aware of the possibility of wood turtles on site and become familiar with their appearance, status and life history. If any wood turtles are encountered and are in jeopardy during the development or construction of this project, immediately remove them from danger and move them safely to suitable habitat in or near the closest perennial stream. Any relocations should be coordinated with J.D. Kleopfer, VDGIF Wildlife Diversity Biologist, at 804-829-6580 and the attached wood turtle observation form should be completed and sent to VDGIF.

An appropriate information sheet to distribute to contractors and employees could include the following text below a picture of a wood turtle: "The wood turtle is a State Threatened species that may be found in or near the project area. Description: A medium sized semi-terrestrial turtle, adults are 6-8 inches long. The dull brown upper shell is very rough; each section of the shell is composed of growth rings that form an irregular pyramid. However, there can be great variation in appearance and especially in older turtles, the upper shell may appear smooth. The bottom shell is yellow with black blotches. It has a black head and dark brown extremities. The yellow to burnt orange

skin on the neck and in the leg sockets is a distinguishing characteristic. If one of these turtles is found within the project/road area, it should be carefully removed to safety in suitable habitat (a run or deep pool with sandy or muddy bottom and submerged roots, branches, or logs) in the nearest perennial stream. It is a violation of Virginia law to harm or keep for personal possession a wood turtle. If you have any questions concerning this species, please call the Virginia Department of Game and Inland Fisheries at 804-367-6913."

Further information about wood turtles can be found online at:  
<http://www.dgif.virginia.gov/wildlife/species/display.asp?id=030062>

We understand from the assessment that was performed that these streams received heavy sediment loads. It is our opinion that protecting wood turtle habitat, including riparian buffers, not only secures habitat availability for the turtle, but also minimizes, and in some cases may mitigate, further stream degradation. As noted in the assessment, other imperiled aquatic fauna are known from this watershed and would also benefit from stream and buffer protection.

I have included below some of our standard recommendations regarding ways to minimize impacts upon wildlife. We recommend incorporation of these recommendations where applicable.

To minimize overall impacts to wildlife and our natural resources, we offer the following comments about development activities: We recommend that the applicant avoid and minimize impacts to undisturbed forest, wetlands, and streams to the fullest extent practicable. Avoidance and minimization of impact may include relocating stream channels as opposed to filling or channelizing as well as using, and incorporating into the development plan, a natural stream channel design and wooded buffers. We recommend maintaining undisturbed wooded buffers of at least 100 feet in width around all on-site wetlands and on both sides of all perennial and intermittent streams. We recommend maintaining wooded lots to the fullest extent possible. We generally do not support proposals to mitigate wetland impacts through the construction of stormwater management ponds, nor do we support the creation of in-stream stormwater management ponds. We are willing to assist the applicant in developing a plan that includes open-space, wildlife habitat, and natural stream channels which retain their wooded buffers.

We recommend that the stormwater controls for this project be designed to replicate and maintain the hydrographic condition of the site prior to the change in landscape. This should include, but not be limited to, utilizing bioretention areas, and minimizing the use of curb and gutter in favor of grassed swales. Bioretention areas (also called rain gardens) and grass swales are components of Low Impact Development (LID). They are designed to capture stormwater runoff as close to the source as possible and allow it to slowly infiltrate into the surrounding soil. They benefit natural resources by filtering pollutants and decreasing downstream runoff volumes.

We recommend conducting any in-stream activities during low or no-flow

conditions, using non-erodible cofferdams to isolate the construction area, blocking no more than 50% of the streamflow at any given time, stockpiling excavated material in a manner that prevents reentry into the stream, restoring original streambed and streambank contours, revegetating barren areas with native vegetation, and implementing strict erosion and sediment control measures. Due to future maintenance costs associated with culverts, and the loss of riparian and aquatic habitat, we prefer stream crossings to be constructed via clear-span bridges. However, if this is not possible, we recommend countersinking any culverts below the streambed at least 6 inches, or the use of bottomless culverts, to allow passage of aquatic organisms. We also recommend the installation of floodplain culverts to carry bankfull discharges.

Thank you. Amy

Amy M. Ewing  
Environmental Services Biologist  
Virginia Dept. of Game and Inland Fisheries  
4010 West Broad Street  
Richmond, VA 23230  
804-367-2211  
amy.ewing@dgif.virginia.gov



## WOOD TURTLE FIELD OBSERVATION FORM

The Virginia Department of Game and Inland Fisheries needs your help in monitoring Wood Turtle (*Glyptemys insculpta*) populations. If you encounter a Wood Turtle, please fill-out the necessary information below and mail this form to:

Virginia Department of Game and Inland Fisheries  
Attn: John Kleopfer  
3801 John Tyler Memorial Hwy  
Charles City, VA 23030  
804-829-6580

If possible, send digital photos to: [John.Kleopfer@dgif.virginia.gov](mailto:John.Kleopfer@dgif.virginia.gov)

**Distribution:** The Wood Turtle is found primarily in the northeastern United States and parts of southeastern Canada, reaching the southern limit of its range in northern Virginia. In Virginia, it has been documented in Warren, Rockingham, Shenandoah, Frederick, Loudoun, Fairfax, and Page counties. However, its distribution within these counties is not widespread.

### Species Descriptions (also see photos on the back of this sheet):

**WOOD TURTLE:** The Wood Turtle is a semi-aquatic turtle usually found in or near streams, but not in ponds, reservoirs or lakes. The shell length of an adult Wood Turtle can reach 9 inches. The plastron (bottom-half of the shell) is NOT hinged and the carapace (top-half of the shell) is flattened. The legs and tail are usually reddish to orange in color. Females are sometimes less colorful.

**EASTERN BOX TURTLE (*Terrapene carolina carolina*):** The Eastern Box Turtle is a terrestrial (land) species seldom found in water and is often misidentified as a Wood Turtle. The Eastern Box Turtle has a high domed shell and hinged plastron, which allows for it to completely enclose itself. The shell length of an adult is rarely over 5 inches.

Your name: \_\_\_\_\_

Your address: \_\_\_\_\_

Your phone number (optional): \_\_\_\_\_

Describe the location of the observation. Be sure to include the name of the nearest stream.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Comments: \_\_\_\_\_



**THE WOOD TURTLE IS A PROTECTED SPECIES IN VIRGINIA  
AND IT IS THEREFORE ILLEGAL TO COLLECT OR HARM IT.**

## **WOOD TURTLE**



**Note the sculptured scales of the top of shell (carapace).**

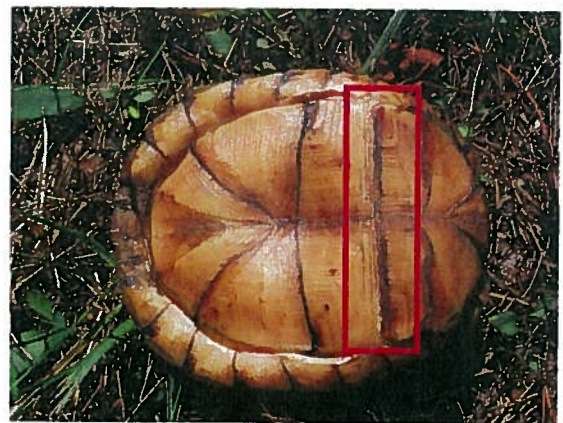


**Bottom view (plastron) of a male Wood Turtle. The concave plastron is characteristic of a male. Note the distinct black markings and the brightly colored legs and tail.**

## **EASTERN BOX TURTLE**



**Note the high domed shell and lack of sculptured scales. Males usually have an orange or yellowish face and legs and are more brightly colored in comparison to females.**



**Note the hinged plastron and no markings. The concave plastron is also characteristic of male box turtles.**



**The plastron of Eastern Box Turtles will often turn black.**

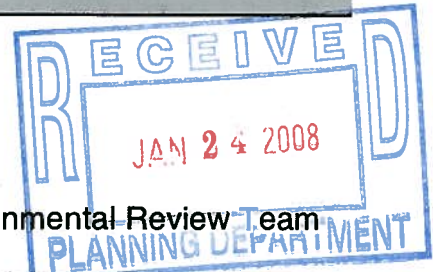


**Unlike Wood Turtles, box turtles can completely enclose themselves for protection.**



**County of Loudoun**  
**Department of Planning**  
**MEMORANDUM**

**DATE:** January 24, 2008  
**TO:** Marchant Schneider, Project Manager  
**FROM:** Michael Clem, County Archaeologist, Environmental Review Team  
**SUBJECT:** SPEX 2007-0025 & 0034 Paragon Park 2<sup>nd</sup> Submission



**Background**

Staff has reviewed the submitted application materials including the *Cultural Resources Survey - Proposed Connector of Pacific Boulevard, Loudoun County, Virginia* prepared by Coastal Carolina Research, Inc. Due to the environmental conditions on the property, particularly the presence of major floodplain and the confluence of Broad Run and Cabin Branch, and due to the number and type of archaeological resources previously recorded on the property, systematic archaeological testing of the entire project area and more intense (Phase 2) testing of specific identified sites are warranted.

**Previous Archaeological Investigations**

The project area contains 5 known archaeological resources (44LD0021, 0110, 0142, 0153, and 1443). Four of the sites (0021, 0110, 0142 and 0153) were first identified in the 1970's by casual surface collection and have never been fully investigated by qualified professionals. One site, (1443) was identified as a result of a systematic archaeological survey, of a limited Area of Potential Effect (APE), in 2006 by Coastal Carolina for VDOT and was detailed in the above referenced report. This Phase I survey included only the APE of the proposed north/south Pacific Boulevard corridor that roughly traverses the middle of the property, and therefore did not include the majority of the current project area.

As previously indicated in the referral letter from September of 2007, only the eastern portion of Site 44LD0021 was partially tested at the Phase I level during a 1987 Phase I survey of the Rt. 28 corridor (*Cultural Resource Inventory and Phase I Archaeological Survey of Route 28 (Sully Rd.) from I-66 to Route 7, Fairfax and Loudoun Counties, VA.; Joseph Granger & Calvert McIlhany - VDHR Library Reference Number 182*). Following that survey the eastern limit of site 44LD0021 was tested at the Phase II level (*Phase II Archaeological Investigations of Five Archaeological Sites (44FX1115, 44FX073, 44LD21, 44LD374, 44LD375) in Fairfax and Loudoun Counties, VA.; Egghart & Mouer*). A

small portion of Site 44LD0021 was again tested during the 2006 road corridor study by Coastal Carolina.

The maps showing site 44LD0021 presented with this application and the maps presented in the Coastal Carolina report are inaccurate according to the Virginia Department of Historic Resources (VDHR) records. The site is actually much larger than shown and extends further west along the north side of Cabin Branch (see attached map from VDHR records).

#### Results of Previous Investigations

All of the sites except 44LD1443 date to the prehistoric period and they may all be related to the same encampment at the confluence of Cabin Branch and Broad Run. Sites 44LD0021 and 44LD0110 produced multiple diagnostic lithic artifacts indicating a date of occupation from at least the Middle Archaic to the Late Woodland Sub-Periods (circa 8000-500 years before present). Site 44LD0110 has not been systematically tested at all and Site 44LD0021 has only been superficially tested at the periphery. Sites 44LD0142 and 44LD0153 have not been systematically tested either, and little is known about the extent or integrity of these two sites. Site 44LD1443 is a 20<sup>th</sup> century farm complex that consisted of a concrete pad that was likely associated with an agricultural structure, a windmill, and an above ground cistern. The entire farm complex was not examined as the Phase I survey was again limited only to the APE of the road corridor. It is unclear if there is a domestic component to this farm site due to the limited scope of the original survey. The 1937 and 1957 aerial photographs show at least one structure in place at this site at that time.

#### **Conclusion**

Several sites have already been identified within the project area. Previous, limited testing has confirmed that some of these sites may be very significant to the prehistory of the County. Given the environmental conditions, there is a high probability that additional, significant sites are present within the project area.

While a great deal of work has been conducted on very limited portions of the property, the entire project area has not been systematically surveyed. Two sites particularly, 44LD0021 and 44LD0110, present a rare opportunity to investigate prehistoric camp sites along the Broad Run watershed. Materials collected via surface collection in the 1970s suggest that these sites have the potential to yield valuable information on the prehistory of the County.

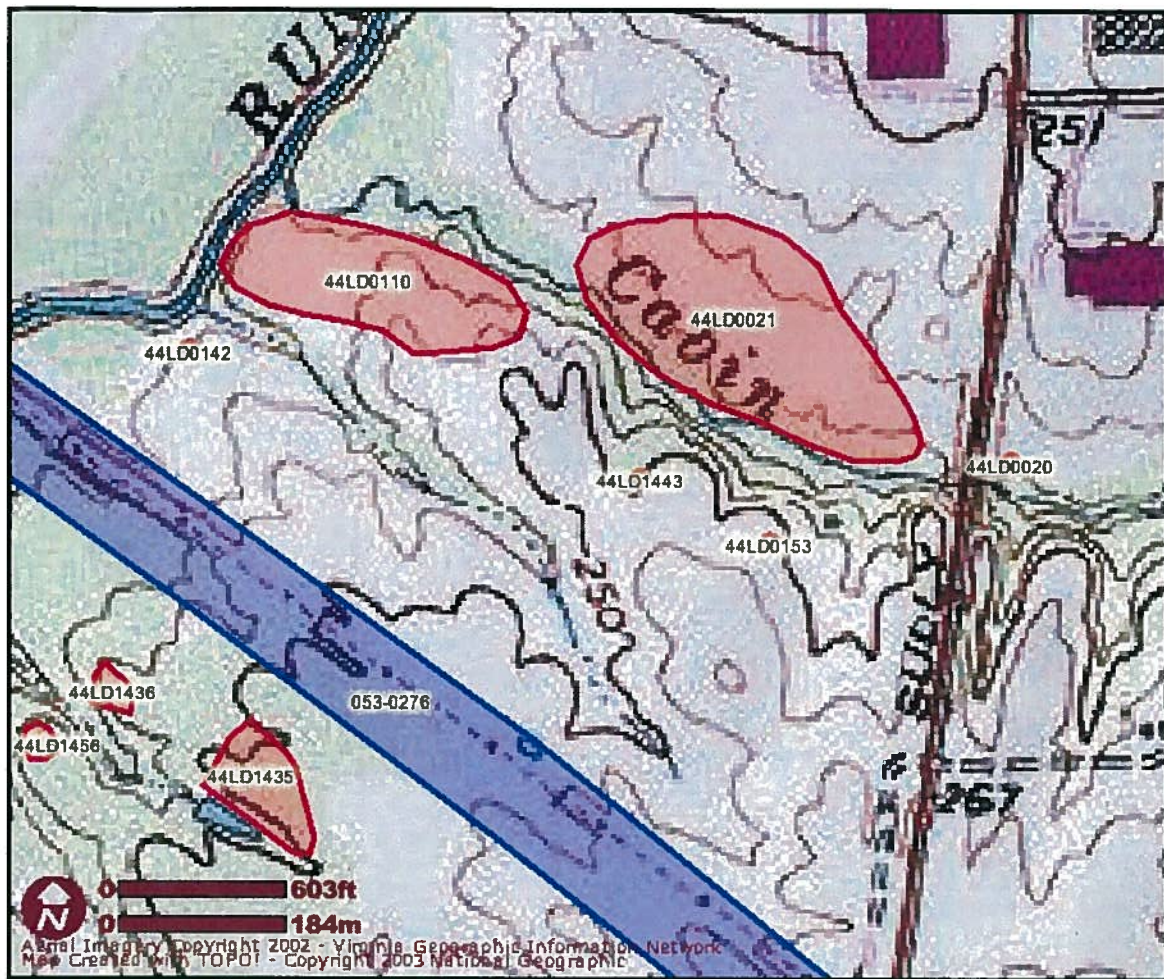
Site 44LD1443 is an historic site that has only been peripherally investigated. Further Phase 1 testing of this site would verify site dimension, date and integrity.

Based on the Illustrative Plan submitted with this application all of the sites currently known to exist on the property will be impacted or destroyed by the proposed construction and grading activities. Site 110 extends well into the area to be developed in Land Bay 4. Site 21 will be impacted by the parking area,

pond, and Pacific Boulevard in Land Bay 2. Sites 153 and 1443 will be impacted by development in Land Bay 6 and/or Pacific Boulevard. Site 142 will be impacted by development in Land Bay 5.

**Recommendation**

**Staff requests that the applicant commit to a full Phase 1 archaeological survey, conducted by a qualified professional, of the entire project area (with the exception of the Pacific Boulevard road corridor previously tested). This survey will assist in delineating the known sites (and possibly exempting them from further study if they prove to be smaller than anticipated), and will help identify other sites that might exist on the property. Staff recognizes that the applicant has agreed to commit to Phase 2 investigation of Sites 44LD0021 and 44LD0110 where they will be impacted. The remaining sites on the property will still need to be evaluated to determine if further study is needed before they are destroyed. An initial Phase I survey will be an important measure in determining the true impact of the development on the known sites, determining the condition of the sites, and in identifying previously unknown sites.**



Virginia Department of Historic Resources map showing archaeological resources located within the project area.



**County of Loudoun**  
**Office of Transportation Services**  
**MEMORANDUM**



**DATE:** September 17, 2007

**TO:** Marchant Schneider, Project Manager, Department of Planning

**FROM:** Shaheer Assad, Senior Transportation Engineer/Planner

**THROUGH:** Art Smith, Senior Coordinator, Planning and Development

**SUBJECT:** **SPEX 2007-0025, Paragon Park-Office**  
**SPEX 2007-0034, Paragon Park-Hotel**

**Background**

The applicant Eugenia Investment, Inc. is seeking to amend the approved development conditions of SPEX 1991-0033, Dulles Industrial Associates in order to permit up to 100 percent office use with auxiliary retail and personal service uses in addition to one hotel. Specifically, Development Conditions 16 and 17 as shown below respectively:

“Corporate headquarters, law offices, architectural offices, medical offices, and health maintenance organizations are not permitted.”

“No more than forty nine percent (49%) of the gross floor space of each building on a single lot shall be use for non-accessory office uses.”

There are also various existing development conditions, which the applicant would like to clarify to facilitate future development of his property. In its consideration of this application, OTS reviewed the application plats and Statement of Justification dated May 16, 2007 and a traffic study prepared by Wells and Associates dated April 20, 2007.

The site is located west of Sully Road, (Route 28), south of Severn Way and north of the Old Dominion multi-use trail. The existing site access is via Route 28 at Severn Way and Steeplechase Drive with secondary access at Pacific Blvd. Please see Attachment 1.

## **Existing, Planned and Programmed Roads**

Route 28 is a six-lane, principal arterial, controlled access, median divided road with signalized intersections at Nokes Blvd, Severn Way and Steeplechase Drive. Left and right turn lanes are required at all intersections. Severn Way is a local road, with a posted speed limit of 45 mph to the east of Route 28 and 25 mph to the west of Route 28.

An interchange of Route 28 and Nokes Blvd is under construction through the PPTA process.

## **Forecasted Traffic Volumes and Service Levels**

The traffic study assumes the built out year will be 2010. The traffic analysis also forecast year 2020 assuming the Route 28/Nokes Blvd interchange is completed and other regional roadway improvements are implemented. The year 2010 level of service (LOS) at all the adjacent road intersections operates at acceptable level of service except the intersection of Route 28/Nokes Blvd during the interim stage. The intersection of Route 28/Nokes Blvd will operate at acceptable LOS when the construction of the interchange is completed at year 2010. Please see attachments 2 and 3 respectively.

## **Comments**

1. The current special exception (SPEX 1991-0033) has significant commitments for transportation including dedication and construction on Pacific Blvd and Severn Way at no cost to VDOT or the County. The applicant should dedicate all right-of-way necessary for the VDOT project to construct Pacific Blvd (State Highway Project 1036-053-303). Additionally, the applicant should provide any easements necessary to construct a grade separated trail crossing of Pacific Boulevard and the W&OD right-of-way at no cost to the public.
2. Condition 1-C of the SPEX 1991-0033 states that "With specific regard to Severn Way frontage improvements, the applicant shall dedicate the right-of-way necessary to construct one half of a U4 road section (at no cost to the public). In addition, the applicant shall bond and construct one half of a U4 road section within said right-of-way to include a right turn lane at the intersection of Severn Way and Route 28".
3. Once the interchange on Route 28/Nokes Blvd is constructed, Severn Way will be close and a cul-de-sac will be built at the end of Severn Way. The applicant should make sure that additional right-of-way and easements are available should they be required to accommodate these changes.
4. As stated in existing Condition 2-a, b, and 3-a, b of SPEX 1991-0033 the applicant is responsible for right-of-way dedication and construction Pacific Blvd as a four lane road from W&OD to Severn Way including the crossings of Cabin Branch and W&OD at no

- cost to the public. However, VDOT will construct Pacific Blvd, the grade separated crossing of Pacific Blvd/ W&OD and the crossing of the Cabin Branch floodplain as soon as the design for these facilities is completed. Please note that according to ZMAP 89-21 proffers as revised November 15, 1989, the applicant should contribute one eighth of the final cost of constructing the grade separated crossing of Pacific Blvd and the W&OD right-of-way not to exceed \$200,000.00 as defined paragraph 14 of the Dulles North Retail Associates.
5. The applicant should make a cash contribution to the County in the event any portion of subdivision streets or Pacific Blvd are required to be built by others. The applicant should pay an amount equal to the reasonable cost of such construction as indicated in Condition 4. OTS staff has calculated the cost estimate of the construction of Pacific Blvd from W&OD to Severn Way which includes the \$200,000 as shown in Condition 3d (the "trail" crossing with W&OD) and the cost of the crossing of Cabin Branch. The applicant share of the cost of construction of the above facilities is \$10,448,518.00 and is based on the cost estimate that was prepared by VDOT.
  6. The background traffic volume for the year 2010 at the intersection of Route 28/Nokes Blvd was analyzed, and it shows that the level of service during the PM peak is operating below acceptable level. The eastbound movement was added to the intersection for analysis purposes. The level of service for the background PM peak traffic conditions (2010) will be LOS F without the Paragon Park, assuming that the interchange at Route 28 and Nokes Blvd has not been completed yet. It should be noted that the interchange of Route 28/Nokes Blvd is presently under construction. Once this interchange is built with the construction of Pacific Blvd, the access to the site from the intersection of Route 28/Severn Way and Route 28/Steeplechase will be closed. Access to the site at that time will be provided from Pacific Blvd via Waxpool Road and Nokes Blvd. Until the interchange is fully completed, the level of service at the intersection of Route 28/Nokes Blvd will remain F with or without the subject site.
  7. The Countywide Transportation Plan Draft recommends widening Route 28 to 8 lanes. Please note that this plan has not yet been approved by the Loudoun County Board of Supervisors. Route 28 is planned to be a limited access median divided urban arterial. The applicant should make sure that additional right-of-way be available if needed to accommodate the future improvements on Route 28 and temporary construction easements, and drainage easements be dedicated along Route 28 in accordance with our interchange plans for Nokes Boulevard.
  8. The trip generation for the proposed office land use and a hotel for full built out will be 2,563 AM and 2,454 PM trips. Also, the existing planned daily trips for full built out and the proposed site trips in the traffic study will be 15,382 daily trips and 17,794 daily trips respectively. The difference between the existing planned trips and the proposed trips will be an additional 16% in the proposed daily trips; this is a 25% difference in the



proposed PM peak and a 31% difference in the proposed AM peak. Please see Attachment 3.

9. As anticipated in the traffic study, the applicant will increase the daily trips in the vicinity of this site by 16% of the daily trips. What mitigation measures will this applicant consider to ensure that this site development will not exacerbate the traffic operation at the vicinity of the site?
10. The applicant should discuss the transit system improvements along Pacific Blvd with the Transit Division in the Office of Transportation Services. Transit improvements may include a cash contribution toward purchasing busses, bus shelters and Park and Ride sites.
11. The parking lot along Route 28 between Severn Way and Steeplechase, which has capacity for 70 vehicles and 3 horse trailer spaces will be eliminated, due to the limited access of Route 28. The purpose of having the existing parking lot along Route 28 is to provide access for bikers to the W&OD trail. Once the intersection of Route 28/Severn Way and Route 28/Steeplechase are closed, there will be no access to this parking lot. Will the applicant include a parking lot inside his property with access to the W&OD?
12. The Special Exception Plat does not show buildings, internal streets or intersections. The applicant should provide a plat showing all of these facilities including trails and sidewalks.

## **Conclusion**

Subject to appropriate resolution of the issues noted in this referral, OTS would be supportive of approval of this application.

## **Attachments**

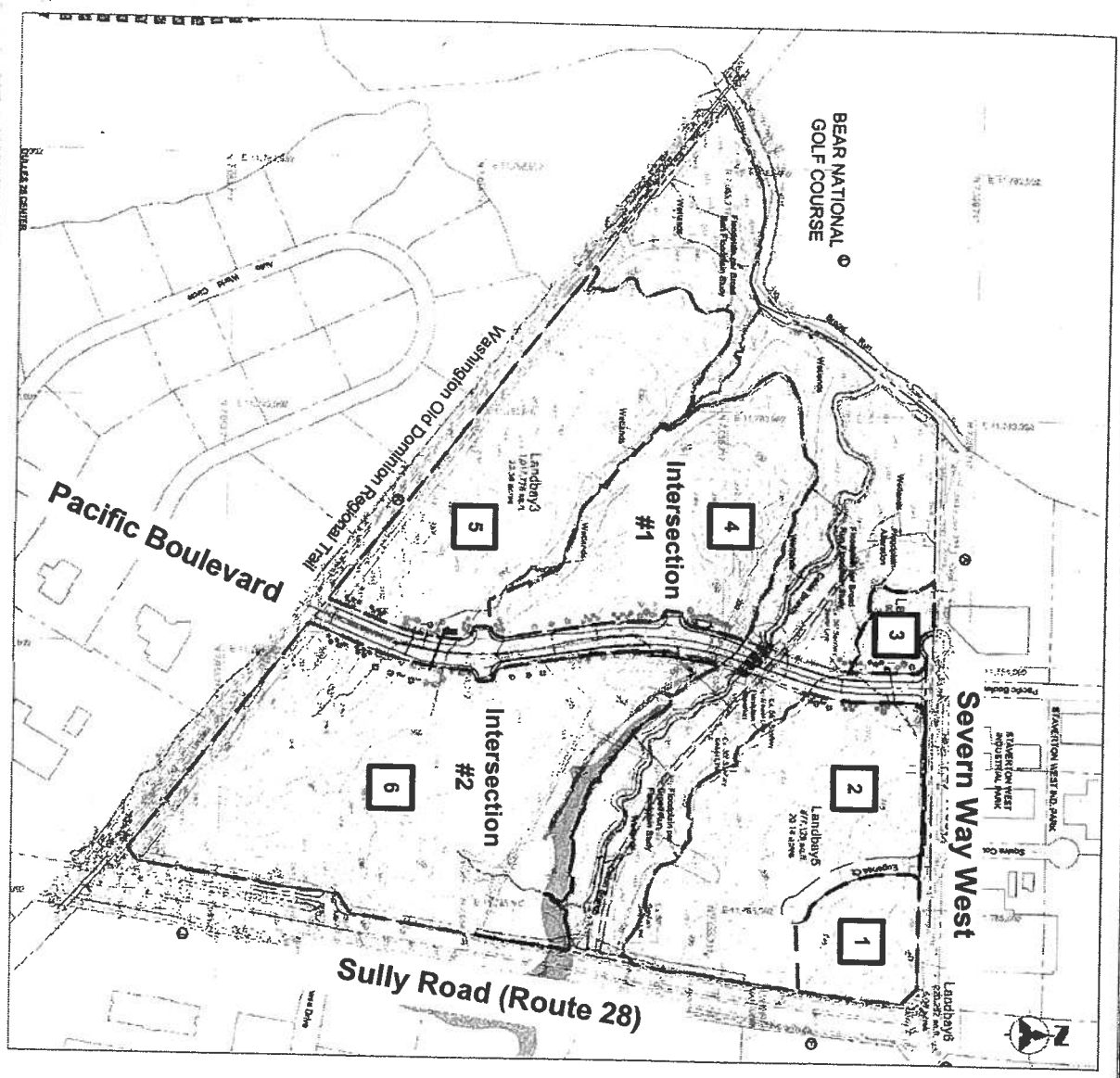
1. Site location
2. LOS 2010 with the interim build out of Paragon Park
3. LOS 2010 with Full build out of Paragon Park
4. Trip Generation Summary

CC: Terrie Laycock, OTS, Acting Director

CC: Andrew Beacher, OTS, Assistant Director

1

Landbay



PHRA

ParagonPark

April 2007

Special Exception Plan

TABLE 9: LEVELS OF SERVICE SUMMARY – 2010 TRAFFIC CONDITIONS  
WITH INTERIM BUILD OF PARAGONPARK PROPERTY

Intersection		AM Peak Hour		PM Peak Hour	
		LOS	Delay	LOS	Delay
Route 28 @ Nokes Boulevard*	EB	D	37.9	F	98.7
	WB	E	70.9	F	284.1
	NB	D	23.7	D	54.8
	SB	D	38.3	D	36.5
	<b>Overall</b>	<b>D</b>	<b>35.1</b>	<b>F</b>	<b>97.5</b>
Route 28 @ Severn Way	EB	D	37.8	D	44.5
	WB	D	54.4	D	54.8
	NB	C	21.4	E	61.5
	SB	C	29.3	C	23.1
	<b>Overall</b>	<b>C</b>	<b>26.6</b>	<b>D</b>	<b>45.3</b>
Route 28 @ Steeplechase Drive	EB <sup>1</sup>	n/a	n/a	C	26.0
	WB	D	52.1	D	51.2
	NB	B	14.7	D	54.1
	SB	A	8.8	B	12.2
	<b>Overall</b>	<b>B</b>	<b>12.4</b>	<b>D</b>	<b>35.5</b>
Route 625 @ Pacific Boulevard	EB	B	18.6	C	28.1
	WB	B	19.3	D	44.6
	NB	D	38.3	D	54.7
	SB	E	57.2	D	51.1
	<b>Overall</b>	<b>C</b>	<b>21.0</b>	<b>D</b>	<b>42.1</b>
Severn Way @ Eugenia Ct. Stopped control N/S	NBR	A	8.5	A	9.6
	SBL <sup>2</sup>	C	17.3	C	15.7

LOS = Levels of Service; Delay = Delay in seconds.

Note: Signalized intersections analyzed with the existing cycle lengths during the AM and PM traffic conditions. Timing splits were adjusted for capacity purposes.

1. There were no observed AM peak hour vehicles during the February 2007 traffic data collection and only five (5) peak hour vehicles in the PM peak.
2. Assumes ¼ of existing volumes accessing Severn Way.

TABLE 10: LEVELS OF SERVICE SUMMARY – 2010 TRAFFIC CONDITIONS  
WITH FULL BUILD OF PARAGONPARK PROPERTY

Intersection		AM Peak Hour		PM Peak Hour	
		LOS	Delay	LOS	Delay
Severn Way @ Pacific Boulevard	EB	A	0.0	B	10.1
	WB	B	14.4	C	25.5
	NB	A	0.4	A	7.9
	SB	B	7.1	A	8.3
	<b>Overall</b>	<b>A</b>	<b>5.6</b>	<b>B</b>	<b>12.0</b>
Severn Way @ Eugenia Court NB/SB Stop	NB	A	9.2	B	12.7
	SB	A	8.3	A	8.4
Severn Way @ Northern Site Entrance (Intersection #1)	EB	C	26.2	C	20.9
	NB	A	3.1	A	4.0
	SB	A	3.3	A	6.8
	<b>Overall</b>	<b>A</b>	<b>3.9</b>	<b>A</b>	<b>7.8</b>
Pacific Boulevard @ Southern Site Entrance (Intersection #2)	EB	B	18.3	B	18.9
	WB	B	15.8	B	13.3
	NB	B	11.0	B	14.0
	SB	A	6.8	A	10.0
	<b>Overall</b>	<b>A</b>	<b>9.8</b>	<b>B</b>	<b>13.3</b>
Waxpool Road @ Pacific Boulevard	EB	C	30.8	E	61.2
	WB	D	43.3	F	81.2
	NB	E	61.0	E	63.3
	SB	D	46.6	E	63.2
	<b>Overall</b>	<b>D</b>	<b>37.8</b>	<b>E</b>	<b>70.7</b>

LOS = Levels of Service; Delay = Delay in seconds.

Note: Existing signalized intersections analyzed with the existing cycle lengths during the AM and PM traffic conditions. Timing splits were adjusted for capacity purposes.

In comparison to the by-right uses, ParagonPark fully built as proposed in the special exception package, attracts approximately 16 percent more daily trips as shown in Table 7 below:

TABLE 7: PARAGONPARK PROPERTY – TRIP GENERATION SUMMARY

Trip Generation Summary					
Comparison of Existing Trips to Proposed Trips					
Scenario	Density	Use	AM Peak (2-way)	PM Peak (2-way)	DAILY Trips (2-way)
Existing PD-IP with Office/Flex	924.223 ksf	Office	1,519	1,507	10,610
	961.947 ksf	Warehouse	432	453	4,772
	1,886.170 ksf	Total	1,951	1,960	15,382
Long-term Proposed - based on mixed use	1,798.077 ksf	Office	2,519	2,408	17,165
	0 ksf	Warehouse	-	-	-
	48.750 ksf	Hotel	62	65	899
	1,846.827 ksf	Total	2,581	2,473	18,064
		Trip reductions	-18	-20	-270
		Proposed New Total	2,563	2,454	17,794
Incremental Proposed Trips			612	494	2,412
Percent Change			31%	25%	16%

Source:

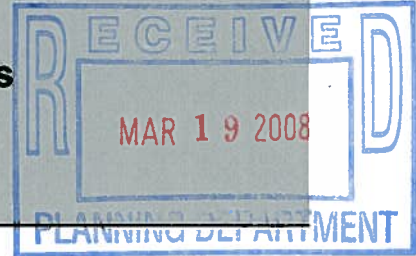
Trip Generation Manual (7th Edition), Institute of Transportation Engineers; 2003.

Trips do not include discounts for mixed use activities, pass-by, or transit activities.

Existing based on individual office building sizes consider a 49 percent / 51 percent split between Office and warehouse.

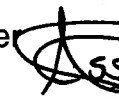
The increase in trips is analyzed to verify if the roadway network will support the proposed uses.

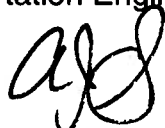
**County of Loudoun**  
**Office of Transportation Services**  
**MEMORANDUM**



**DATE:** March 19, 2008

**TO:** Marchant Schneider, Project Manager, Department of Planning

**FROM:** Shaheer Assad, Senior Transportation Engineer/Planner 

**THROUGH:** Art Smith, Senior Coordinator, 

**SUBJECT:** **SPEX 2007-0025, Paragon Park-Office**  
**SPEX 2007-0034, Paragon Park-Hotel**  
**SPEX 2008-0008, Paragon Park-Bank**  
**SPEX 2008-0009, Paragon Park-Service Station**

**Second Referral**

**Background**

The Applicant, Eugenia Investment, Inc. is seeking to amend the approved development conditions and Special Exception Plat associated with SPEX 1991-0033, Dulles Industrial Associates, in order to permit up to 100 percent office use with an option to develop hotel uses. Currently, the subject property is limited to 49% office use and 51% warehouse uses.

In its consideration of this application, OTS has reviewed the revised application plans and revised Statement of Justification dated January 2, 2008 as well as a supplemental memorandum to the traffic study prepared by Patton Harris Rust & Associates, also dated January 2, 2008. The Applicant has amended the application to include options to develop bank and service station uses and has increased the number of hotel rooms to be developed.

The site is located west of Sully Road, (Route 28), south of Severn Way and north of the Old Dominion multi-use trail. Access to the site would be via Pacific Boulevard.

**Existing, Planned and Programmed Roads**

Route 28 is a six-lane, principal arterial, median divided road with signalized intersections at Nokes Blvd, Severn Way, Steeplechase Drive. With the completion of the interchanges now under construction, all at grade access will be closed and the road will be completely limited access. This should be occur by 2009. Left and right turn lanes are required

at all intersections of Route 28. Severn Way is a local road, with a posted speed limit of 45 mph to the east of Route 28 and 25 mph to the west of Route 28.

Pacific Boulevard is planned to be a 4-lane divided road from South of W&OD north to Cabin Branch and undivided road in a 70 foot right-of-way from Cabin Branch to Severn Way. Left and right turn lanes are required at major intersections. Pacific Boulevard at this site is not constructed yet. The CTP states that bicycle/pedestrian facilities must be considered in the design and may require additional ROW.

## Comments

In response to the Applicant's Response to First Referral Comments dated January 2, 2008, related to Paragon Park-Office and Hotel, here are my comments:

**Comment 1:** The current special exception (SPEX 1991-0033) has significant commitments for transportation including dedication and construction on Pacific Blvd and Severn Way at no cost to VDOT or the County. The Applicant should dedicate all right-of-way necessary for the VDOT project to construct Pacific Blvd (State Highway Project 1036-053-303). Additionally, the Applicant should provide any easements necessary to construct a grade separated trail crossing of Pacific Boulevard and the W&OD right-of-way at no cost to the public.

**Applicant Response:** As discussed above, the Applicant will dedicate the necessary right-of-way and related easements for Pacific Boulevard at no cost to VDOT, subject to the approval of these applications. Consistent with the letter forwarded to VDOT on October 10, 2007, the Applicant will work cooperatively with County and VDOT staff in negotiating the dedication of the necessary right-of-way and related easements.

**Issue Status: Not Resolved. Right-of-way and related easements necessary for the construction of Pacific Blvd and crossing of the W&OD Trail, per the VDOT plan set, should be dedicated at the time of SPEX approval, at no cost to VDOT or the County, in order to facilitate the timely construction of Pacific Blvd by VDOT. The current condition requiring construction of Pacific Blvd (or make a cash contribution if constructed by others) remains valid due to trips generated in excess of existing trips associated with SPEX 1991-0033. See Attachment 1. The existing conditions regarding dedication of right-of-way and construction of improvements to Severn Way also remain valid based on trips generated by the revised application.**

**Comment 2:** Condition 1-C of the SPEX 1991-0033 states that "With specific regard to Severn Way frontage improvements, the Applicant shall dedicate the right-of-way necessary to construct one half of a U4 road section (at no cost to the public). In addition, the Applicant shall bond and construct one half of a U4 road section within said right-of-way to include a right turn lane at the intersection of Severn Way and Route 28".

**Applicant Response:** SPEX 1991-0033 Condition 1-C has been partially fulfilled by construction of a U4 half-section with a right turn lane along the Property frontage per CPAP 1993-0038. The necessary right-of-way for Severn Way will be dedicated at no cost to the



County or VDOT at the time of the first site plan approval for Land Bays 1 or 2. With regard to the right turn lane, The Applicant would like to point out that VDOT is responsible for the construction of the turn lane. Moreover, the right turn lane will be superseded by the dedication of right-of-way for the Severn Way cul-de-sac associated with the Nokes Boulevard improvements at Route 28.

Further, in addition to land dedication to improve the surrounding roadway network for adjacent properties, the Property has generated approximately \$1,886,627.88 in taxes (i.e. Fire/EMS, Route 28, and Regular taxes) over the past 20 years. Therefore, the Applicant believes the Property has provided efficient public services and infra-structure to maintain Loudoun's high quality of life without a request for compensation or services to benefit the Property.

**Issue Status: Not Resolved. The balance of improvements required by SPEX 1991-0033 Condition 1-C (Severn Way) remain valid with the closure of Route 28 and subsequent cul-de-sac of Severn Way. Staff notes that Route 28 Tax District taxes are used solely for improvements to Route 28. Fire/EMS taxes are dedicated to public safety services and regular taxes go to the general fund, not county transportation improvements. The Applicant should submit documentation to describe existing frontage improvements and document what remains to be done. The Applicant should dedicate right-of-way for the cul-de-sac and construct a right turn lane if requested by VDOT.**

**Comment 3:** Once the interchange on Route 28/Nokes Blvd is constructed, the Route 28/Severn Way intersection will close and a cul-de-sac will be built at the end of Severn Way. The Applicant should make sure that additional right-of-way and easements are available should they be required to accommodate these changes.

**Applicant Response:** The SPEX Plat has been revised to illustrate the necessary right-of-way for the Severn Way cul-de-sac. The proposed conditions have been revised to require the right-of-way dedication for the Severn Way cul-de-sac at no cost to VDOT.

**Issue Status: Not Resolved. Exact location of dedication should be verified by VDOT.**

**Comment 4:** As stated in existing Condition 2-a, b, and 3-a, b of SPEX 1991-0033 the Applicant is responsible for right-of-way dedication and construction of Pacific Blvd as a four lane road from W&OD to Severn Way including the crossings of Cabin Branch and W&OD at no cost to the public. However, VDOT will construct Pacific Blvd, the grade separated crossing of Pacific Blvd/ W&OD and the crossing of the Cabin Branch floodplain as soon as the design for these facilities is completed. Please note that according to ZMAP 89-21 proffers as revised November 15, 1989, the Applicant should contribute one eighth of the final cost of constructing the grade separated crossing of Pacific Blvd and the W&OD right-of-way not to exceed \$200,000.00 as defined paragraph 14 of the Dulles North Retail Associates.

**Applicant Response:** Condition No. 1.b (now Condition No. 7.c) reflects the current cost for the grade separated crossing, as adjusted by the Construction Cost Index with 2008 as the base year. The contribution toward the W&OD bridge crossing has been increased to \$343,980.

**Issue Status: Not Resolved. The Applicant needs to show their basis for the current cost of the grade separated crossing. The existing condition remains valid with the cost not to exceed 1/8 the current cost of the grade separated crossing (estimated by VDOT to be**

**\$3,483,183. 1/8 cost of the crossing is \$435,398) as adjusted by the Consumer Price Index (CPI), with 2008 as the base year.**

**Comment 5:** The Applicant should make a cash contribution to the County in the event any portion of subdivision streets or Pacific Blvd are required to be built by others. The Applicant should pay an amount equal to the reasonable cost of such construction as indicated in Condition 4. OTS staff has calculated the cost estimate of the construction of Pacific Blvd from W&OD to Severn Way which includes the \$200,000 as shown in Condition 3d (the "trail" crossing with W&OD) and the cost of the crossing of Cabin Branch. The Applicant's share of the cost of construction of the above facilities is \$10,448,518.00 and is based on cost estimates that were prepared by VDOT.

**Applicant Response:** The Applicant is dedicating a critical and valuable 7.25 acres of developable land at no cost to the County and/or VDOT for the construction of Pacific Boulevard. The Applicant would like to point out that one of the County Assessors has indicated that commercial land zoned PD-IP is valued at \$10.00 a square foot. Thereby, the Applicant believes the land dedication for Pacific Boulevard equates to approximately \$3,158,100 of tangible commercial tax base.

Further, the Applicant is willing to contribute \$1.00 per net square foot of office space, up to a total value of \$1,000,000 toward regional road improvements (see Condition No. 11). Right-of-way for the Nokes Boulevard improvements at Route 28 will be dedicated at no cost to VDOT. The land for the Nokes Boulevard/Route 28 improvements can be valued at approximately \$435,600 (\$10.00 per square foot), subject to the pending receipt of the VDOT assessment.

The Applicant is dedicating up to 1.5 acres of developable land at no cost to VDOT or NVRPA for the use of a parking lot associated with the W&OD Trail (see Condition No. 14). The value of this property is assessed at \$653,400 (\$10.00 a square foot). The draft conditions also reflect a commitment to providing three bus shelters at a time when development occurs on the Property. The Applicant assumes that each bus shelter will cost approximately \$10,000 to install on the Property.

The proposed development conditions also include language requiring the construction of on-site signals when warranted and an updated contribution toward the W&OD bridge crossing for Pacific Boulevard. The Applicant believes it will cost \$600,000 to construct the on-site signals. The contribution toward the W&OD bridge crossing has been increased to \$343,980.

In total, the Applicant is providing approximately \$ 6,221,080 of transportation or transit related improvements to mitigate impacts without a request for monetary compensation and/or a request for density credit from the County. Therefore, the Applicant believes there is no need to share in the cost of the construction for Pacific Boulevard.

Finally, in 2006, the Applicant prepared a cost estimate for Pacific Boulevard, which was considerably lower than VDOT's latest cost estimate. The cost estimate proposed by the Applicant is based on a box culvert design with a county approved Floodplain Alteration Study

(FPAL 2000-0017) for crossing the Cabin Branch riparian corridor. The cost estimate is exclusive of land dedication and does not include the cost for constructing the grade separated W&OD Trail crossing. However, this cost estimate of \$3,889,689 still provides a roadway design that protects the Cabin Branch riparian system and W&OD Trail.

The latest design and cost estimate by VDOT for Pacific Boulevard is above and beyond the design necessary to mitigate impacts to the W&OD Trail and on the environmentally sensitive areas within the Property. The Applicant has included its cost estimate for Pacific Boulevard with this submission.

**Issue Status: Not Resolved.** The improvements required by SPEX 1991-0033 specific to Pacific Boulevard remain valid (120' right of way dedication for and construction of Pacific Blvd from the W&OD Trail to Severn Way, 1/8 cost of the crossing of the W&OD Trail, or a cash contribution for construction of Pacific Blvd, if built by others). The January 2 supplemental traffic memo indicates an 8% increase of proposed trips compared with those indicated in the Applicant's traffic study (April 20, 2007), for a 25% total trip increase to trips associated with the existing density permitted by SPEX 1991-0033.

The existing development conditions, at a minimum, are necessary to mitigate the increased traffic impact associated with the requested special exception uses and has been similarly stated by VDOT by memo dated February 8, 2008. If the road is constructed by others (such as VDOT), a cash equivalent contribution made by the Applicant to the County is appropriate and it is recommended that such contributions be provided in conjunction with development of the property north of Cabin Branch and development of the property south of Cabin Branch. The Applicant's share of the cost of construction of Pacific Blvd is \$10,592,298.00, which is based on the cost estimate by VDOT dated 8/14/2007. The amount includes Construction/Span Structure (Cabin Branch), 1/8 cost of the bridge over W&OD, Asphalt and Excavation, and Traffic Safety Improvements. The Applicant's estimate for the same improvement should reflect the current cost of construction.

**Comment 6:** The background traffic volume for the year 2010 at the intersection of Route 28/Nokes Blvd was analyzed, and it shows that the level of service during the PM peak is operating below acceptable level. The eastbound movement was added to the intersection for analysis purposes. The level of service for the background PM peak traffic conditions (2010) will be LOS F without the Paragon Park, assuming that the interchange at Route 28 and Nokes Blvd has not been completed yet. It should be noted that the interchange of Route 28/Nokes Blvd is presently under construction. Once this interchange is built with the construction of Pacific Blvd, the access to the site from the intersection of Route 28/Severn Way and Route 28/Steepchase will be closed. Access to the site at that time will be provided from Pacific Blvd via Waxpool Road and Nokes Blvd. Until the interchange is fully completed, the level of service at the intersection of Route 28/Nokes Blvd will remain F with or without the subject site.

**Applicant Response:** Completion of the Nokes Boulevard improvements Route 28 are anticipated by 2009. Pacific Boulevard is anticipated to be constructed and open to the public by 2010. The Applicant does not envision any development on the Property prior to the completion of either of these improvements.

**Issue Status:** SPEX 1991-0033 Condition 5 indicates the Applicant shall abandon its two points of access onto Route 28 when the property has been interconnected by Pacific Blvd

**to Route 28 by grade separated interchanges north and south of the site. This condition remains valid.**

**Comment 7:** The Countywide Transportation Plan Draft recommends widening Route 28 to 8 lanes. Route 28 is planned to be a limited access median divided urban arterial. The Applicant should make sure that additional right-of-way be available if needed to accommodate the future improvements on Route 28 and temporary construction easements, and drainage easements be dedicated along Route 28 in accordance with our interchange plans for Nokes Boulevard.

**Applicant Response:** The SPEX Plat has been revised to depict the appropriate right-of-way and related easements for the Nokes Boulevard/Route 28 interchange improvements. The Applicant is working with VDOT to determine the appropriate timing for the dedication of these improvements.

**Issue Status: Not Resolved.** The response does not address dedication of right-of-way and construction and drainage easements to widen Route 28. The SPEX Plat does not clearly depict and/or label the indicated rights-of-way needed for the Nokes Blvd Interchange or the future widening of Route 28.

**Comment 8:** The trip generation for the proposed office land use and a hotel for full build out will be 2,563 AM and 2,454 PM trips. Also, the existing planned daily trips for full built out and the proposed site trips in the traffic study will be 15,382 daily trips and 17,794 daily trips respectively. The difference between the existing planned trips and the proposed trips will be an additional 16% in the proposed daily trips; this is a 25% difference in the proposed PM peak and a 31% difference in the proposed AM peak. Please see Attachment 3.

**Applicant Response:** Based on the revised land use mix, the site trip generation has been updated (the change in trips range between 1 and 8 percent), and is included under separate cover. The Applicant believes the development's mix of uses (i.e. hotel and ancillary retail) would result in a reduction of am, pm, and daily traffic trips on the surrounding roadway network between 2 and 6 percent, based on VDOT guidelines. In addition, the Applicant will be required to meet traffic signal requirements and provide adequate improvements to receive the necessary permits from VDOT at time of site plan. The Applicant has provided condition language requiring the construction of on-site signals when warranted, trail connections, a replacement W&OD parking lot, regional road transportation contribution per square foot of development, bus shelters, and the dedication of Pacific Boulevard right-of-way in advance of development to assist in the mitigation of impacts. These improvements significantly advance the regional roadway network in relation to the approved development.

**Issue Status: Not Resolved.** The increase in trips in comparison with the traffic study provided with the last submission for the proposed hotel and the office uses in land bays 1 and 2 is significant. For example, the initial submission for a 110 room hotel will generate 899 daily trips. The revised application indicated a 225 room hotel which will generate 1,838 trips daily. As a result of the trip generation increase, the intersection of Pacific Blvd and Severn Way (as shown in the traffic study) will require separate left turn lanes on Pacific Blvd to Severn Way.

**Comment 9:** As anticipated in the traffic study, the Applicant will increase the daily trips in the vicinity of this site by 16% of the daily trips. What mitigation measures will this Applicant consider to ensure that this site development will not exacerbate the traffic operation at the vicinity of the site?

**Applicant Response:** The Applicant has proposed a condition of approval requiring the installation of a traffic signal at the intersections of Pacific Boulevard/Severn Way and Site Entrance 2/Pacific Boulevard when warranted. The traffic generated by the Applicant's proposal did not warrant any additional improvements for Pacific Boulevard and/or for Route 28.

**Issue Status: Not Resolved.** The diagram for the intersection of Pacific Blvd/Severn Way shows a significant amount of traffic from Pacific Blvd to the site through Severn Way. See Attachment 2. The intersection should be improved in terms of the right-of-way dedication in order to provide adequate space to install a traffic signal and to provide separate left turn lanes for the southbound traffic on Pacific Blvd at the intersection of Pacific Blvd/Severn Way. As mentioned above, the revised project will result in a 25% increase to trips associated with the existing density approved by SPEX 1991-0033. In addition to right-of-way dedication and construction of improvements to Pacific Blvd and Severn Way, the project warrants a signalized intersection at the entrance to Landbays 5 and 6.

**Comment 10:** The Applicant should discuss the transit system improvements along Pacific Blvd with the Transit Division in the Office of Transportation Services. Transit improvements may include a cash contribution toward purchasing busses, bus shelters and Park and Ride sites.

**Applicant Response:** The SPEX Plat has been revised to depict three locations for bus shelters on Pacific Boulevard. The draft conditions reflect a commitment to providing the bus shelters at a time when development occurs in Land Bays 2, 4, and 6. Further, the Applicant has included a commitment to participate in the County's TDM strategy to encourage ridesharing and car/vanpooling for office tenants over 10,000 gross square feet.

**Issue Status: Commitments to the construction, installation, and maintenance of bus shelters by the landowner should be coordinated with the Office of Transportation Services to ensure compliance with County bus shelter design standards. This coordination can include discussion of implementation of the Applicant's proposed TDM strategy and anticipated transit service to serve the site.**

**Comment 11:** The parking lot along Route 28 between Severn Way and Steeplechase, which has capacity for 70 vehicles and 3 horse trailer spaces will be eliminated, due to the limited access of Route 28. The purpose of having the existing parking lot along Route 28 is to provide access for bikers to the W&OD trail. Once the intersection of Route 28/Severn Way and Route 28/Steeplechase are closed, there will be no access to this parking lot. Will the Applicant include a parking lot inside his property with access to the W&OD?

**Applicant Response:** The SPEX Plat has been revised to illustrate a proposed location for the W&OD Trail replacement parking lot.

**Issue Status: The illustrative plans on Sheets 5 and 6 are not consistent with the symbols identified as "Area of Potential Parking for NVRPA Trail" on Sheet 3. In a meeting with the Applicant, VDOT, NVRPA, and Staff, the Applicant has offered to provide additional**

**information showing the parking lot west of Pacific Blvd and would respond to NVRPA concerns regarding access, design and dedication of the replacement lot.**

**Comment 12:** The Special Exception Plat does not show buildings, internal streets or intersections. The Applicant should provide a plat showing all of these facilities including trails and sidewalks.

**Applicant Response:** An illustrative master plan has been prepared to illustrate buildings, parking areas, travel aisles, and pedestrian facilities. The master plan is a part of the design guidelines and standards, and is included with this submission. However, as the design is conceptual, the Applicant believes it is premature to commit to the detailed reference. Applicant would like to reduce the need for additional legislative approvals in order to accommodate location changes. The application will comply with VDOT and County requirements to mitigate impacts at time of site plan approval.

**Issue Status: Not Resolved.** No bicycle/pedestrian plan is provided. According to the Bicycle and Pedestrian Mobility Master Plan (BPMP), Pacific Blvd is considered one of the roads that have priority for a bicycle and pedestrian facility. VDOT is willing to maintain the trails/sidewalks if it is in the right-of-way. VDOT will construct a 10 foot trail on the west side of Pacific Blvd and 5 foot side walk on the east side of Pacific Blvd at the frontage of the site. The Applicant should make sure that the right-of-way is provided for construction.

The Applicant's proposed Design Guidelines make general reference to "current plans" for pedestrian improvements along Pacific Blvd and separate reference to private streets within the development, but no commitment to conformance with the BPMP is offered.

#### **Additional Transportation Comments Based on New Applicant Submittals:**

**Comment 13:** The traffic study shows three signalized intersections at Pacific Blvd/Severn Way, Pacific Blvd/South Site Access and Pacific Blvd/North Site Access. The following analysis will explain the function for each intersection

- **Pacific Blvd/Severn Way:** The lane configuration on Figure 10 shows the through and left turn lane is shared. Although the VDOT final design does not show the lane Configuration at this intersection, the traffic study shows there are 337 vehicles that will turn left from Pacific Blvd south to Severn Way. A separate left turn lane is required to accommodate the traffic demand. A signal is required by VDOT.
- **Pacific Blvd/ North Site Access:** Attachment 2 shows this intersection as a "T" intersection. The VDOT plan and profile of the proposed final design for Pacific Blvd shows that the access to the site from the north is right in only. The VDOT design meets AASHTO standards. The VDOT final design eliminates the median break and as a result there will be no traffic signal at this intersection. The Applicant is required to create an inter-parcel access roadway on their property to accommodate this modification. VDOT indicates that this modification will be for

**safety reasons to accommodate turning movements without making a U-turn at the South Site access and to avoid conflicts at this intersection. If the road way is redesigned, the Applicant may be required to provide a signal at this intersection.**

- **Pacific Blvd/ South Site Access: The intersection as shown on the Attachment 2 carries a significant amount of traffic volume. As shown on the traffic study, the proposed lane configuration by the Applicant is not adequate. The VDOT final design shows a signal and double left turning lanes on the four legs of the intersection. The Applicant should modify the lane configuration in the traffic impact study to meet VDOT standards.**

**Comment 14: The Applicant should provide construction and drainage easements on Pacific Blvd to be consistent with the VDOT final design.**

### **Conclusion**

VDOT is going to proceed with its Pacific Blvd construction project as quickly as possible. Nothing in this application process should interfere with the VDOT project. It is OTS's view that the existing conditions, at a minimum, are necessary to mitigate the transportation impact of the proposed special exceptions uses and are far superior to the Applicant's alternative improvements to mitigate the increased traffic impact.

### **Attachments**

1. Office of Transportation Services Assessment of Existing Development Conditions (SPEX 1991-0033).
2. Total Volume (2020) with Nokes Interchange.

CC: Terrie Laycock, OTS, Acting Director  
CC: Andrew Beacher, OTS, Assistant Director

**PARAGON PARK: SPEX 2007-0025 (Office), SPEX 2007-0034 (Hotel), SPEX 2008-0008 (Bank), SPEX 2008-0009 (Service Station)  
Office of Transportation Services (OTS) – Assessment of Existing Development Conditions (SPEX 1991-0033)**

SPEX 1991-0033 Condition #	SPEX 1991-0033, Dulles Industrial Associates Transportation Improvement Development Conditions	Office of Transportation (OTS) Comments*
1.	The applicant shall be permitted to develop lots 1, 2, 3, 4, 5, 6, 7, 8, 18, and 19 as depicted on the special exception plat, after providing all of the following:	Revised SPEX Plat reassigns Lot 1 as Landbay 3, Lots 2, 3, 4, 5 as Landbay 2, Lot 4 as Landbay 1, and Lots 7, 8, 18, 19 as part of Landbay 6. Staff recommends transportation improvements be provided in two phases (except as noted below): development of the property north of Cabin Branch and development of the property south of Cabin Branch.
1.a.	The applicant shall provide right-of-way reservation for 120 feet for Pacific Boulevard, as generally depicted on the special exception plat ( <i>from the northern property boundary of the W&amp;OD Regional Park/Trail to the southern right-of-way line of Severn Way</i> )	Existing condition warranted and necessary at time of SPEX approval to facilitate timely construction of VDOT State Highway Project 1036-053-303. Note: Pacific Boulevard is a Countywide Transportation Plan (CTP) Road.
1.b.	The applicant shall dedicate right-of-way and provide all necessary public road improvements ( <i>constructed to VDOT standards</i> ) to access the lots identified above as Phase I Development.	Existing condition warranted specific to Pacific Boulevard and necessary at time of SPEX approval to facilitate timely construction of VDOT State Highway Project 1036-053-303. All other public road improvements to be provided per VDOT and County requirements at time of development.
1.c.	With specific regard to Severn Way frontage improvements, the applicant shall dedicate the right-of-way necessary to construct one half of a U4 road section ( <i>at no cost to the public</i> ). In addition, the applicant shall bond and construct one half of a U4 road section within said right-of-way to include a right turn lane at the intersection of Severn Way and Route 28.	CPAP 1993-0038 improved portions of Severn Way. Balance of improvements per Condition 1.c. warranted due to trips generated by proposed uses in Landbay 1 (hotel), Landbay 2 (office), and Landbay 3 (bank and service station). Applicant should dedicate right-of-way for Severn Way cul-de-sac associated with Nokes Boulevard interchange at Route 28 (and subsequent closure of the Severn Way / Route 28 intersection) and/or construct right turn at the intersection of Severn Way and Route 28 if requested by VDOT.
2.	The applicant shall be permitted to develop lots 9 and 17 as depicted on the special exception plat, after providing all of the following:	Revised SPEX Plat reassigns Lots 9 and 17 as part of Landbay 6. Staff recommends transportation improvements be provided in two phases (except as noted below): development north of the property Cabin Branch and development of the property south of Cabin Branch.
2.a.	The applicant shall dedicate right-of-way for Pacific Boulevard ( <i>at not cost to the public</i> ) between the northern property line of the W&OD right-of-way to the southern floodplain line of the Cabin Branch.	Existing condition warranted and necessary at time of SPEX approval to facilitate timely construction of VDOT State Highway Project 1036-053-303.

\*Proposed 100% Office uses with option to develop Hotel, Bank, and Service Station uses will increase average daily trips (ADTs) by 25% as compared to existing trips attributed to SPEX 1991-0033 (49% Office uses, 51% Warehouse uses). See Applicant Traffic Study and Supplemental Memo.



**PARAGON PARK: SPEX 2007-0025 (Office), SPEX 2007-0034 (Hotel), SPEX 2008-0008 (Bank), SPEX 2008-0009 (Service Station)  
Office of Transportation Services (OTS) – Assessment of Existing Development Conditions (SPEX 1991-0033)**

SPEX 1991-0033 Condition #	SPEX 1991-0033, Dulles Industrial Associates Transportation Improvement Development Conditions	Office of Transportation (OTS) Comments*
2.b.	<p>The applicant shall bond and construct Pacific Boulevard within said above described right-of-way as follows:</p> <p>As a four lane median divided road section (U4R) from the northern property line of the W&amp;OD right-of-way (where <i>Pacific Boulevard</i> may at this time terminate as a temporary cul-de-sac) tapering north of lot 13 (based upon sound engineering practices and VDOT standards) to a four lane undivided road section (U4) up to the southern floodplain boundary limits of the Cabin Branch (where <i>Pacific Boulevard</i> may at this time terminate as a temporary cul-de-sac).</p>	Existing condition warranted to mitigate increased trip generation. Existing Condition 4 addresses cash contribution should improvement be constructed by others.
2.c.	The applicant shall dedicate right-of-way and provide all necessary road improvements (constructed to VDOT standards) to access the lots identified above as Phase II Development.	Existing condition warranted specific to Pacific Boulevard and necessary at time of SPEX approval to facilitate timely construction of VDOT State Highway Project 1036-053-303. All other public road improvements to be provided per VDOT and County requirements at time of development.
3.	The applicant shall be permitted to develop all the remaining lots (lots 10, 11, 12, 13, 14, 15 and 16) as depicted on the special exception plat after providing all of the following:	Revised SPEX plat reassigns Lots 10, 11, 12 as Landbay 4, and Lots 13, 14, 15, 16 as Landbay 5. Staff recommends transportation improvements be provided in two phases (except as noted below): development north of Cabin Branch and development south of Cabin Branch.
3.a.	The applicant shall dedicate all of the remaining, undedicated right-of-way for Pacific Boulevard (at no cost to the public) between the northern property line of the W&OD right-of-way and the southern right-of-way line of Severn Way.	Existing condition warranted and necessary at time of SPEX approval to facilitate timely construction of VDOT State Highway Project 1036-053-303.
3.b.	The applicant shall bond and construct the remaining portion of Pacific Boulevard as a four lane undivided road section (U4) (including crossing of the Cabin Branch floodplain) from its northern terminus at the southern flood plain boundary line of the Cabin Branch to the southern right-of-way line of Severn Way (said improvements to include VDOT designed and constructed intersection with Severn Way).	Existing condition warranted to mitigate increased trip generation. Existing Condition 4 addresses cash contributions should improvement be constructed by others.

\*Proposed 100% Office uses with option to develop Hotel, Bank, and Service Station uses will increase average daily trips (ADTs) by 25% as compared to existing trips attributed to SPEX 1991-0033 (49% Office uses, 51% Warehouse uses). See Applicant Traffic Study and Supplemental Memo.

**PARAGON PARK: SPEX 2007-0025 (Office), SPEX 2007-0034 (Hotel), SPEX 2008-0008 (Bank), SPEX 2008-0009 (Service Station)  
Office of Transportation Services (OTS) – Assessment of Existing Development Conditions (SPEX 1991-0033)**

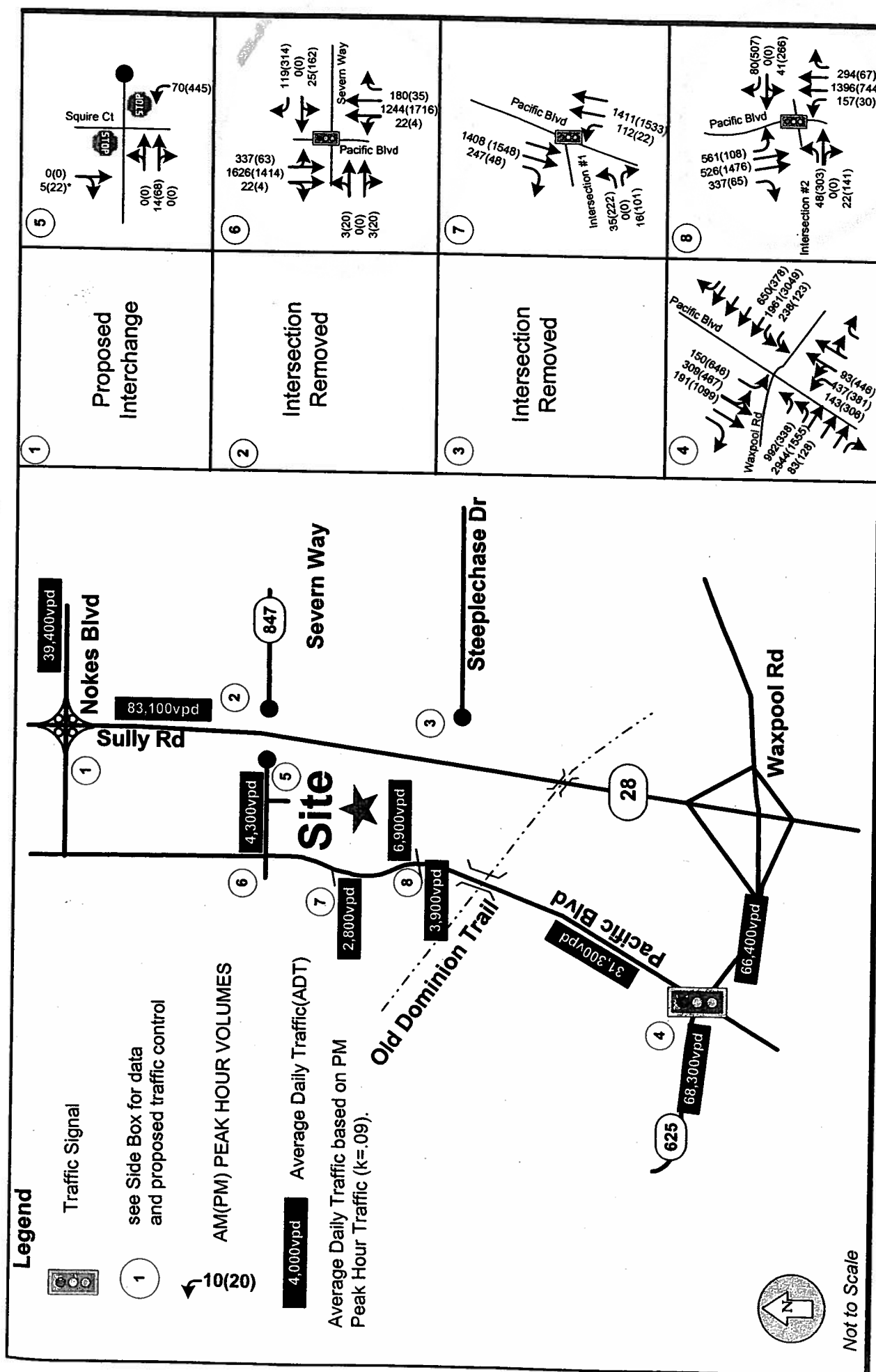
SPEX 1991-0033 Condition #	SPEX 1991-0033, Dulles Industrial Associates Transportation Improvement Development Conditions	Office of Transportation (OTS) Comments*
3.c.	The applicant may provide a box culvert floodplain crossing of the Cabin Branch for Pacific Boulevard ( <i>designed to VDOT standards</i> ), if at the time of construction plan and profile approval for said crossing, a box culvert design meets the requirements of the Loudoun County Zoning Ordinance, Land Subdivision and Development Ordinance, and Facilities Standards Manual.	VDOT State Highway Project 1036-053-303 design requires bridge span of Cabin Branch by Pacific Boulevard.
3.d.	The applicant shall contribute one-eighth (1/8) of the "final cost" of constructing the grade separated crossing of Pacific Boulevard and the W&OD right-of-way ( <i>the "trail Crossing"</i> ) as defined in paragraph 14 of the Dulles North Retail Associates, ZMAP 89-21, Proffers, as revised November 15, 1989, provided such contribution shall not exceed \$200,000.00, as adjusted by the Construction Cost Index as currently published by McGraw-Hill in the Engineering News Record, with 1991 as the based year ( <i>the CCI</i> ). In the event the Dulles Industrial Associates or their assigns desire to fulfill this condition before the "Trail Crossing" is constructed, Dulles Industrial Associates or their assigns may contribute the \$200,000.00 as adjusted by the CCI, to the County to be held and deposited into the Transportation Trust Fund established for the construction of the "Trail Crossing", subject to a right of reimbursement upon completion of the "Trail Crossing" for that part of the contribution that exceeded one-eighth (1/8) of the final cost of the "Trail Crossing" as defined above.	Existing condition warranted with the cost not to exceed 1/8 of the <u>current</u> cost of the grade separated crossing (VDOT estimate \$3,483,183, 1/8 cost \$435,398) as adjusted by the Consumer Price Index (CPI), with 2008 as the base year.
3.e.	The applicant shall provide any additional slope and construction easements necessary to construct a grade separated trail crossing of Pacific Boulevard and the W&OD right-of-way ( <i>at no cost to the public</i> ).	Existing condition warranted and necessary at time of SPEX approval to facilitate timely construction of VDOT State Highway Project 1036-053-303.
3.f.	The applicant shall dedicate right-of-way and provide all necessary road improvements ( <i>constructed to VDOT standards</i> ) to access the lots identified above as Phase III development.	Existing condition warranted specific to Pacific Boulevard and necessary at time of SPEX approval to facilitate timely construction of VDOT State Highway Project 1036-053-303. All other public road improvements to be provided per VDOT and County requirements at time of development.
4.	If any of the portions of the subdivision streets or Pacific Boulevard which are required to be constructed as a condition to development of this property shall have been constructed by others, Dulles Associates or it successor shall make a cash contribution to the County in lieu of such construction in an amount to the reasonable cost of such construction, as adjusted by the CCI.	Existing condition warranted to mitigate increased trip generation. Staff recommends the contribution be made in conjunction with development of the property north of Cabin Branch and development the property south of Cabin Branch.

\*Proposed 100% Office uses with option to develop Hotel, Bank, and Service Station uses will increase average daily trips (ADTs) by 25% as compared to existing trips attributed to SPEX 1991-0033 (49% Office uses, 51% Warehouse uses). See Applicant Traffic Study and Supplemental Memo.

**PARAGON PARK: SPEX 2007-0025 (Office), SPEX 2007-0034 (Hotel), SPEX 2008-0008 (Bank), SPEX 2008-0009 (Service Station)  
Office of Transportation Services (OTS) – Assessment of Existing Development Conditions (SPEX 1991-0033)**

SPEX 1991-0033 Condition #	SPEX 1991-0033, Dulles Industrial Associates Transportation Improvement Development Conditions	Office of Transportation (OTS) Comments*
5.	The Dulles Industrial Associates shall abandon ( <i>at no cost to the public</i> ) its two points of access onto Route 28, when the property has been interconnected by Pacific Boulevard to Route 28 by grade separated interchanges north and south of the site ( <i>as further described in the Eastern Loudoun Area Management Plan (ELAMP)</i> ), at the interchange currently referred to as the Route 625/Route 28 and Route 638/647/Route 28.	Existing condition warranted. Route 625/Route 28 interchange was completed in 2006. Route 638/647/Route 28 interchange to be completed in 2009. Construction of Pacific Boulevard is tentative in 2009.

\*Proposed 100% Office uses with option to develop Hotel, Bank, and Service Station uses will increase average daily trips (ADTs) by 25% as compared to existing trips attributed to SPEX 1991-0033 (49% Office uses, 51% Warehouse uses). See Applicant Traffic Study and Supplemental Memo.



**Figure 10**

**Total Volume (2020)  
with Nokes Interchange**

**ParagonPark**

April 2007

**PHRA**



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

DAVID S. EKERN, P.E.  
COMMISSIONER

14685 Avion Parkway  
Chantilly, VA 20151  
(703) 383-VDOT (8368)  
August 31, 2007

Mr. Marchant Schneider **MSC#62**  
County of Loudoun  
Department of Planning  
1 Harrison Street, S.E.  
Leesburg, Virginia 20177-7000



Re: SPEX 2007-0025 Paragon Park Office  
SPEX 2007-0034 Paragon Park Hotel  
Loudoun County

Dear Mr. Schneider:

I have reviewed the above plan as requested in your submittal dated July 31, 2007, and received on August 2, 2007. The following comments are offered:

1. The proposed plan needs to provide right of way, construction easements, drainage easements and stormwater management easements for Pacific Boulevard.
2. SWM pond locations needs to be provided for the Pacific Boulevard outfalls.
3. The contribution for the W&OD bridge crossing should be updated or at least list the current value of the previous proffer and condition.
4. Only one full access entrance/median crossing will be permitted. Right in right out access in addition to the one crossing are acceptable.
5. None of the previous proffers and conditions for the applicant to construct Pacific Boulevard should be released. If not constructed, the actual value of the construction should be provided.
6. There are discrepancies in the flood plain elevations.
7. A new parking lot or access to the existing parking lot for W&OD access should be addressed.

If you have any questions, please call me at (703)383-2424.

Sincerely,

Kevin Nelson  
Transportation Engineer

cc: Mr. Imad Salous  
spex2007-025se1ParagonPk8-31-07VA



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

DAVID S. EKERN, P.E.  
COMMISSIONER

14685 Avion Parkway  
Chantilly, VA 20151  
(703) 383-VDOT (8368)  
February 8, 2008

Mr. Marchant Schneider **MSC#62**  
County of Loudoun  
Department of Planning  
1 Harrison Street, S.E.  
Leesburg, Virginia 20177-7000

Re: SPEX 2007-0025 Paragon Park Office  
SPEX 2007-0034 Paragon Park Hotel  
Loudoun County



Dear Mr. Schneider:

I have reviewed the above plan as requested in your submittal dated January 9, 2008, and received on January 11, 2008. The following comments are offered:

3. *The contribution for the W&OD bridge crossing should be updated or at least list the current value of the previous proffer and condition. This contribution should be provided immediately to the County if this SPEX is approved.*
4. *Only one full access entrance/median crossing will be permitted. Right in right out access in addition to the one crossing are acceptable. The necessary storage for turning vehicles must be accommodated and the spacing will be required to meet the current standard in effect at the time this development is constructed.*
5. *None of the previous proffers and conditions for the applicant to construct Pacific Boulevard should be released. If not constructed, the actual value of the construction should be provided. The applicant clearly understands the public is constructing Pacific Boulevard and the benefit it provides to the site. Since the development levels were approved on this site with specific contributions and requirements, this office does not support releasing any of the previous financial commitments related to previously receiving increased density on the site. The response to the County comment #5 on page six of the response is completely off base with regards to the benefit the applicant's property will receive from a public project to construct Pacific Boulevard. The right of way would have been required in any case and does not provide any added value to the site because the right of way is necessary in order to develop the site to the density the applicant is seeking or has been previously approved to build. The logic of the right of way for Pacific Boulevard having full developable land value is flawed because the site needs adequate access in order to be developed. Additionally, the applicant would be required to dedicate this right of way in any type of development of the site. This office fully supports the County's calculated figure of contribution to offset the public project expense related to constructing access through the site. If the applicant does not agree to this level of contribution, this office does not support this application.*

New Comment

8. The drainage easements for the SWM facilities should be indicated as being provided by the applicant.
9. Fee right of way should be provided around the bridge crossing area on Pacific Boulevard.
10. A traffic impact study indicating the storage lengths for the turn lanes should be provided. Additionally, this site will be required to submit studies under the 527 program when the site plans are submitted. This requirement could significantly delay any VDOT approvals or permits if it is not addressed early on in the site plan development process. This should include any banquet facilities a possible hotel on the site might contribute to the traffic impacts.
11. Coordination of this site development with the public project will be required once the site development begins.
12. At the current time, this office strongly recommends denial of this application.

If you have any questions, please call me at (703)383-2424.

Sincerely,



Kevin Nelson  
Transportation Engineer

cc: Mr. Imad Salous  
spex2007-025se2ParagonPk2-8-08MS



County of Loudoun  
Department of Planning

MEMORANDUM



**DATE:** September 13, 2007

**TO:** Marchant Schneider, Project Manager

**FROM:** Heidi Siebentritt, Historic Preservation Planner, Community  
Information and Outreach  
Michael Clem, County Archaeologist, Environmental Review Team

**SUBJECT:** SPEX 2007-0025 Paragon Park

**Background**

Staff has reviewed the submitted application materials. Under the 1972 Zoning Ordinance, a Phase 1 archaeological report is not required at the time of application submission. However, due to the environmental conditions on the property, particularly the presence of major floodplain and the confluence of Broad Run and Cabin Branch, and due to the number and type of archaeological resources previously recorded on the property, systematic archaeological testing of the entire project area and more intense (Phase 2) testing of specific identified sites are warranted.

Previous Archaeological Investigations

The project area contains 5 known archaeological resources (44LD0021, 0110, 0142, 0153, and 1443). Four of the sites (0021, 0110, 0142 and 0153) were first identified in the 1970's by casual surface collection. One site, (1443) was identified as a result of a systematic archaeological survey in 2006 by Coastal Carolina for VDOT (*Cultural Resources Survey of the Proposed Connector, Pacific Boulevard, Loudoun County, VA.-VDHR Library Number 198*). This survey included only the Area of Potential Effect (APE) of the proposed north/south road corridor that roughly traverses the middle of the property, and therefore did not include the majority of the current project area.

The eastern portion of Site 44LD0021 was partially tested at the Phase I level during a 1987 Phase I survey of the Rt. 28 corridor (*Cultural Resource Inventory and Phase I Archaeological Survey of Route 28 (Sully Rd.) from I-66 to Route 7, Fairfax and Loudoun Counties, VA.; Joseph Granger & Calvert McIlhany – VDHR Library Reference Number 182*). A small portion of Site 44LD0021 was again investigated during the 2006 limited road corridor study cited above. As a result of the 1987 Phase I study, several Phase II investigations were conducted the

following year. The eastern limit of site 44LD0021 was tested at the Phase II level during this study (*Phase II Archaeological Investigations of Five Archaeological Sites (44FX1115, 44FX073, 44LD21, 44LD374, 44LD375) in Fairfax and Loudoun Counties, VA.; Egghart & Mouer*).

#### Results of Previous Investigations

All of the sites except 44LD1443 date to the prehistoric period and they may all be related to the same temporary encampment at the confluence of Cabin Branch and Broad Run. Sites 44LD0021 and 44LD0110 produced multiple diagnostic lithic artifacts indicating a date of occupation from at least the Middle Archaic to the Late Woodland Sub-Periods (circa 8000-500 years before present). Site 44LD 0110 has not been systematically tested at all and Site 44LD0021 has only been superficially tested at the periphery. Sites 44LD0142 and 44LD0153 have not been systematically tested either, and little is known about the extent or integrity of these two sites. Site 44LD1443 is a 20<sup>th</sup> century farm complex that consisted of a concrete pad that was likely associated with an agricultural structure, a windmill, and an above ground cistern. The entire complex was not examined as the Phase I survey was again limited only to the APE of the road corridor. It is unclear if there is a domestic component to this farm site due to the limited scope of the original survey. The 1937 and 1957 aerial photographs show at least one structure in place at this site at that time.

#### **Conclusion**

Several sites have already been identified within the project area. Previous, limited testing has confirmed that some of these sites may be very significant to the prehistory of the County. Given the environmental conditions, there is a high probability that additional, significant sites are present within the project area.

While a great deal of work has been conducted on very limited portions of the property, the entire project area has not been systematically surveyed. Two sites particularly, 44LD0021 and 44LD0110, present a rare opportunity to investigate temporary camp sites along the Broad Run watershed. Materials collected via surface collection in the 1970s, suggest that these sites have the potential to yield valuable information on the prehistory of the County.

Site 44LD1443 is an historic site that has only been peripherally investigated. Further Phase 1 testing of this site would verify site dimension, date and integrity.

#### **Recommendation**

**Staff requests that the applicant commit to a full Phase 1 archaeological survey, conducted by a qualified professional, of the entire project area (with the exception of the road corridor previously tested). Staff further requests that the applicant commit to Phase 2 investigation of Sites 44LD0021 and 44LD0110. It is evident from the results of previous testing of these sites, that more intensive investigation is warranted to determine if the sites are eligible for listing in the National Register of Historic Places.**



# Northern Virginia Regional Park Authority

5400 Ox Road, Fairfax Station, VA 22039 • 703-352-5900 • Fax: 703-273-0905 • [www.NVRPA.org](http://www.NVRPA.org)

August 29, 2007

Mr. Marchant Schneider  
Project Manager  
Loudoun County  
Department of Planning  
1 Harrison Street, S.E., 3<sup>rd</sup> Floor  
Leesburg, VA 20177-7000



**RE: Paragon Park; SPEX 2007-0025 and SPEX 2007-0034**

Dear Marchant:

We have reviewed the special exception application referenced above to amend the development conditions of SPEX 1991-0033, Dulles Industrial Associates, (Statement of Justification and Proposed Development Conditions dated May 16, 2007 and plans dated May 2007) and offer the following comments.

## **Background**

As you know, the Park Authority owns and operates the Washington & Old Dominion Railroad Regional Park (W&OD) adjacent to the southern boundary of the subject site. This 45-mile long, 100-foot wide, linear park property traverses Northern Virginia between Shirlington in Arlington County and Purcellville in Loudoun County. The park features paved and unpaved multi-use trails, parking areas for trail users, interpretive exhibits, and wayside facilities. The Department of Interior designated the W&OD a National Recreation Trail in 1987. In 2000, the W&OD was designated National Historic Landmark eligible because of the remaining railroad structures. The park is an important recreation resource, enjoyed by an estimated two million users annually.

## **W&OD Parking Lot at Route 28**

The side-path that connects the W&OD Trails with the parking lot on Route 28 encroaches onto the subject site for several hundred feet. This parking lot originally was located on the W&OD property west of Route 28 and VDOT relocated it and the connector trail when the roadway was widened from two lanes to its current condition. The environmental documents for the Route 28 widening include VDOT's commitment to replace the parking lost with that project.

Since Route 28 now is becoming limited access, VDOT must provide replacement access to this lot from Pacific Boulevard or provide a replacement lot in another location. VDOT also must secure off-site rights to the lot and access way for the Park Authority. Development of the subject site must not impede use of the parking lot or its side-path prior to the opening of a

## **BOARD MEMBERS**

**City of Alexandria**  
David M. Pritzker  
William C. Dickinson

**Arlington County**  
John G. Milliken  
James I. Mayer

**Fairfax County**  
Jean R. Packard  
Judy Braus

**City of Fairfax**  
C. Barrie Cook, M.D.  
Arthur F. Little

**City of Falls Church**  
Jeffrey Tarbert  
Barry D. Buschow

**Loudoun County**  
Joan G. Rokus  
Su Webb

replacement lot at another location. Moreover, consideration should be given to providing access to the parking lot via the subject site or providing a replacement lot on the subject site at Pacific Boulevard and the W&OD.

### **Setback and Landscape Buffer**

The subject site shares a common boundary with the W&OD Trail for 3,767 feet and development will be highly visible to park users. A trail wayside shelter is located on park property adjacent to the subject site. The subject site contains mature trees along the park boundary, which should be preserved and enhanced by supplemental landscape buffer plantings.

The plans note that the buffer and screening requirements of the 1972 Zoning Ordinance will be met; however the Park Authority does not believe those requirements will provide adequate buffering. The Park Authority typically requests a 50-foot wide buffer at other locations along the W&OD since the impacts of neighboring uses along the 90 miles of park boundary, as well as non-park uses of the property, greatly diminish park users' experience. The Park Authority recommends that a 50-foot wide landscape buffer be provided on the subject property adjacent to the W&OD.

### **Proposed Development Conditions**

#### **No. 1.c.**

Since maintenance of the W&OD Trail bridge structure will require access directly from Pacific Boulevard, condition no. 1.c. should be revised as follows: "The Applicant shall provide any additional slope, construction and *maintenance* easements necessary to construct *and maintain* a grade separated trail crossing of Pacific Boulevard and the W&OD right of way at no cost to the public."

#### **No. 6**

Given the proposed development's visual impacts to the park property, condition no. 6 should be revised to state that "All loading bays shall be located or screened so that trucks using such bays shall not be visible from public streets *or the W&OD Trail*."

#### **No. 8**

Condition no. 8 requires that the applicant provide a network of trails within each land bay and between adjacent land bays. The most recent W&OD/Pacific Boulevard bridge plans show the roadway's multi-use path connections to the W&OD from the south side of the proposed bridge. The connections will be over 350 feet in length from the roadway to the W&OD paved trail. Therefore, direct trail connections to the W&OD from land bays 5 and 6 may provide improved bicycle and pedestrian access.

The Park Authority supports trail connections to the W&OD subject to meeting the Park Authority's minimum requirements for slope, sight distance, safety, drainage and other criteria. The connections must be at least 8 feet wide on park property and their intersections should be perpendicular to the W&OD. The applicant would be required to obtain a permit from the Park Authority and the licensee would be responsible for construction of the entire connection and its perpetual maintenance.

**Other Requirements**

1. The project sponsor shall not encroach onto park property for any purpose prior to, during, or after construction, unless the Park Authority approves a permit for the activity.
2. The project sponsor's certified land surveyor shall confirm the location and monumentation of the shared boundary by completing the attached certificate.
3. A construction fence shall be placed along the property line to prevent encroachment onto park property during construction.
4. The parcel index on Sheets 3 and 4 notes "dual ownership" of the W&OD park property. The Park Authority owns the W&OD property in fee simple and does not share ownership with another entity. Therefore "dual ownership" for the W&OD parcel should be removed from the parcel index.

Thank you for the opportunity to provide comments. Please contact me at 703-359-4615 or [dighhaut@nvrpa.org](mailto:dighhaut@nvrpa.org) if you have any questions or concerns.

Sincerely,



Daniel Iglhaut  
Land Manager

c: Christiana Briganti-Dunn, VDOT  
Chris Pauley, Park Operations Superintendent

enclosure



**TO:** Land Administration and Planning Manager  
Northern Virginia Regional Park Authority  
5400 Ox Road  
Fairfax Station, VA 22039

**RE:** Surveyors Certificate for \_\_\_\_\_  
(project name)

I hereby certify that a recent survey conducted by me, on property adjoining the Washington & Old Dominion Railroad Regional Park, confirms the location and monumentation of the boundary of said Park as shown on a plat of same prepared by Bengtson, DeBell, Elkin & Titus, Ltd., designated as \*Job No. \_\_\_\_\_, \*Drawing No. \_\_\_\_\_, \*Sheet numbers(s) \_\_\_\_\_, and \*Dated \_\_\_\_\_; and that there are no encroachments onto the Washington & Old Dominion Railroad Regional Park from the subject property surveyed by me; and, that no gaps or overlaps exist between the said properties.

\_\_\_\_\_  
Certified Land Surveyor

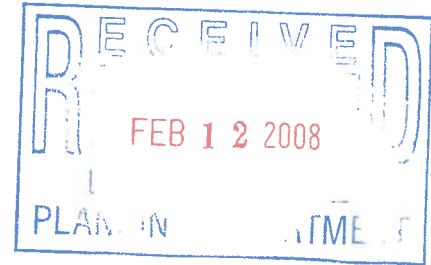
\_\_\_\_\_  
Date

\* Information obtained from BDET boundary survey of the W&OD Railroad Regional Park



# Northern Virginia Regional Park Authority

5400 Ox Road, Fairfax Station, VA 22039 • 703-352-5900 • Fax: 703-273-0905 • [www.NVRPA.org](http://www.NVRPA.org)



February 8, 2008

Marchant Schneider  
Project Manager  
Loudoun County  
Department of Planning  
1 Harrison Street, S.E., 3<sup>rd</sup> Floor  
Leesburg, VA 20177-7000

**RE: Paragon Park Second Submission; SPEX 2007-0025 and SPEX 2007-0034**

Dear Marchant:

We have reviewed the second submission referenced above (plans revised through January 2008) and offer the following comments.

The Illustrative Details on sheet 5 show a trailside plaza and trail user parking, which is proposed as replacement parking for the W&OD Trail's Route 28 lot. The Park Authority does not support the replacement parking as shown since it is not comparable to the existing lot at Route 28. Instead of direct roadway access, the route to the proposed parking lot would be circuitous and via a large office parking lot. This route would be cumbersome for vehicles towing horse trailers. Also, there is not a clear distinction between office user and park user areas, which may create a conflict if peak uses overlap. Moreover, the plan shows only 62 spaces, which does not replace the 70 existing spaces at Route 28 or the existing horse trailer parking. According to VDOT, parking will not be permitted underneath the Pacific Boulevard overpass.

It is the Park Authority's understanding that the applicant intends to revise the trail parking lot access and configuration to address our concerns noted above. In anticipation of our meeting on February 19<sup>th</sup>, enclosed is a parking lot plan recently prepared for the Park Authority at a different site. The plan shows the size and access requirements for horse trailer parking spaces. As we discussed, the Park Authority must have off-site rights to the parking lot and its access to Pacific Boulevard.

It is also our understanding that the applicant intends to relocate the trailside plaza to the subject site and a single connection to the W&OD Trail will be proposed.

## BOARD MEMBERS

**City of Alexandria**  
David M. Pritzker  
William C. Dickinson

**Arlington County**  
John G. Milliken  
James I. Mayer

**Fairfax County**  
Jean R. Packard  
Judy Braus

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Arthur F. Little

**City of Falls Church**  
Jeffrey Tarbert  
Barry D. Buschow

**Loudoun County**  
Joan G. Rokus  
Su Webb



We look forward to reviewing revisions to the plan. Thank you for the opportunity to provide comments. Please contact me at 703-359-4615 or [diglhaut@nvrpa.org](mailto:diglhaut@nvrpa.org) if you have any questions or concerns.

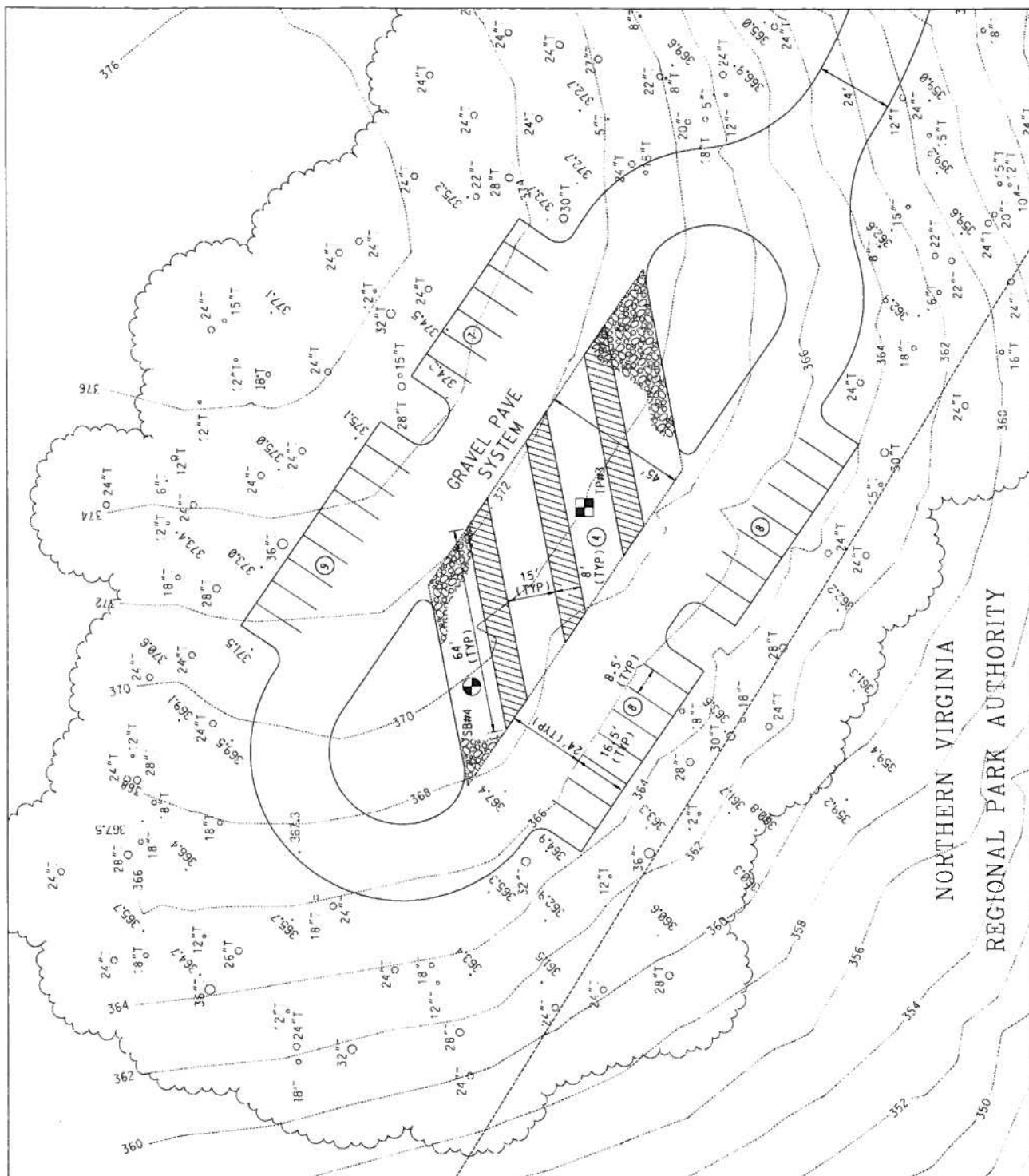
Sincerely,

A handwritten signature in black ink, appearing to read "D. Iglhaut", with a long horizontal flourish extending to the right.

Daniel Iglhaut  
Land Manager

c: Tony Calabrese, Cooley Godward Kronish, LLP  
Susan Shaw, VDOT  
Kate Rudacille, Deputy Director of Planning and Grants  
Karl Mohle, Manager, W&OD Railroad Regional Park

enclosure





880 Harrison Street, SE • P.O. Box 4000 • Leesburg, Virginia 20177-1403 • [www.lcsa.org](http://www.lcsa.org)

August 29, 2007

Loudoun County  
Department of Planning  
1 Harrison Street, S.E.  
P.O. Box 7000  
Leesburg, VA 20177-7000  
Attn: Marchant Schneider

Re: SPEX – 2007-0034 & SPEX-2007-0025; Paragon Park Office & Paragon Park Hotel

Dear Mr. Schneider:

The Sanitation Authority has reviewed the referenced application for Special Exception and has no objection to its approval.

LCSA could serve the proposed development by extension of existing facilities. Public water and sanitary sewer service would be contingent upon the developer's compliance with the Authority's *Statement of Policy; Rate, Rules and Regulations*; and Design Standards.

Should you have any questions, please contact me at 571-291-7916, or via email at [ralph.welliver@lcsa.org](mailto:ralph.welliver@lcsa.org).

Sincerely,

A handwritten signature in blue ink that reads "Ralph M. Welliver".

Ralph M. Welliver  
Project Engineer

RW:ja



Dale C. Hammes, P.E.  
General Manager/Treasurer

Richard C. Thoesen, P.E.  
Deputy General Manager



## Loudoun County Health Department

P.O. Box 7000  
Leesburg VA 20177-7000




Environmental Health  
Phone: 703 / 777-0234  
Fax: 703 / 771-5023

Community Health  
Phone: 703 / 777-0236  
Fax: 703 / 771-5393

27 August 2007

**MEMORANDUM TO:** Marchant Schneider; Project Manager  
Department of Planning; MSC 60

**FROM:**  Matthew D. Tolley  
Sr. Env. Health Specialist  
Division of Environmental Health; MSC 68

**SUBJECT:** **SPEX 2007-0025 & 34; Paragon Park- Office & Hotel**  
**LCTM: 80((1)) 2 {PIN 043-39-1396}**

The Health Department recommends approval of this application. There appear to be no on-site sewer or water facilities that need to be abandoned. The plat reviewed was prepared by Patton, Harris Rust & Associates and was dated May 2007.

Attachments Yes \_\_\_ No X

If further information or clarification on the above project is required, please contact Matt Tolley at 771-5248.

MDT/JEL/mt  
c:subdvgd.ref







**LOUDOUN COUNTY, VIRGINIA**  
**Department of Fire, Rescue and Emergency Management**

803 Sycolin Road, Suite 104 Leesburg, VA 20175  
Phone 703-777-0333 Fax 703-771-5359



**MEMORANDUM**

**To:** Marchant Schneider, Project Manager  
**From:** Maria Figueroa Taylor, Fire-Rescue Planner  
**Date:** September 6, 2007  
**Subject:** SPEX 2007-0025 Paragon Park -- Office  
SPEX 2007-0034 Paragon Park -- Hotel



Thank you for the opportunity to amend the development conditions of SPEX 1991- 0033. The Fire and Rescue Planning Staff, in agreement with the Fire Marshal's Office, has no objection to the application as presented.

If you have any questions or need additional information, please contact me at 703-777-0333.

C: Project file

*Teamwork \* Integrity \* Professionalism \* Service*